



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

# FLIGHT SIMULATION TRAINING DEVICE QUALIFICATION CERTIFICATE

Number: CASA.FSTDQC-AUS-76 Revision: 8

AUS-76

This is to certify that

**AVIATION TRAINING AUSTRALASIA PTY LTD**

Trading as

**ANSETT AVIATION TRAINING  
DE HAVILLAND DHC8-300**

Serial No: 020118-001

located at 7 York Street, AIRPORT WEST, VIC 3042

is qualified as a FAA Level 5 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

09 January 2026

# Civil Aviation Safety Authority

## Flight Simulation Training Device Specification

AUS-76

a)	<b>Type/Variant of Aircraft</b>	DE HAVILLAND DHC8-300
b)	<b>Flight Simulator Qualification Basis</b>	FAR Part 60 Change 2
c)	<b>Visual System</b>	Lockheed Martin Prepar 3D 226° x 40° wrap-around screen
d)	<b>Motion System</b>	Nil
e)	<b>Engine Fit</b>	PW 123 E
f)	<b>Flight Management System Fit</b>	Universal UNS-1C+802.8 Single Channel
g)	<b>TCAS Fit</b>	TCAS II
h)	<b>Additional capabilities</b>	MCC Training (In accordance with a Part 142 operator's approved training course.)
i)	<b>Guidance Information: Training, testing, and checking considerations</b>	

### Type Rating (IAW) CASA approved course

#### Areas of Operation

- Pre-flight Procedures
  - Preflight Inspection (Cockpit Only)
  - Powerplant start
  - Pre-take-off checks
- Take-off and Departure phase
  - Instrument departure procedure
- In-flight Manoeuvres
  - Steep Turns
- 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 Asymmetrical flight control must be accomplished in full flight simulator
- Anti-ice and De-ice systems
- Aircraft and Personal Emergency Equipment
- Emergency Procedures
  - Emergency Descent
  - Rapid Decompression
  - Emergency Evacuation
- Post flight Procedures
  - After landing Procedures
  - Parking and Securing

j) **Limitations**

Alternate gear extension not operational