



Australian Government
Civil Aviation Safety Authority

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FLIGHT SIMULATORS ASIA PACIFIC MODEL 58B SYNTHETIC TRAINER

Dear Mr Williams

CASA has completed a generic assessment of the Flight Simulators Asia Pacific FSAP 58B and I can advise you that it meets the FSD2 criteria for a CAT B Synthetic Trainer. As such it would be suitable for accreditation, subject to a post-installation fidelity check, and the inclusion of following details in the Synthetic Trainer Operations Manual (STOM):

REQUIRED ADDITIONS TO THE STOM

- The training syllabuses and sequences applicable to:
 - + The trainer's approved credits;
 - + Pilot endorsement and certification;
 - + Instructor endorsement and certification.
- The description of the sequences required in each syllabus must be sufficiently detailed so that they could be flown without further explanation and syllabuses must clearly indicate the sequences where simulated air traffic procedures are required.
- If providing for the logging of recent experience by an instrument rating holder without the presence of an authorised instructor, procedures for recording and verifying the date, flight path and flight duration must be included.

CREDITS THAT MAY BE APPLICABLE

Subject to the inclusion of the applicable training syllabuses and a post-installation fidelity check, the following instrument rating, flight crew licensing and recency credits may apply:

INSTRUMENT RATING INITIAL ISSUE AND RENEWAL CREDITS

The following instrument rating initial issue credits may be applicable:

- 20 hours instrument time;
- 15 hours cross country time;
- DME or GPS Arrival.

The following instrument rating renewal credits may be applicable:

- NDB, VOR, ILS, LLZ.

FLIGHT CREW LICENSING CREDITS

The following flight crew licensing credits for Instrument Ground Time (CAR 5.60) may be applicable:

- GFPT CAR 5.76(4)
- PP(A)L CAR 5.85(5)
- CP(A)L CAR 5.112(3)
- CP(A)L CAR 5.116(2)
- ATP(A)L CAR 5.173(3)

INSTRUMENT RATING RECENCY CREDITS

The following instrument rating recency credits may be applicable:

- Two hours (of the three) instrument time requirements in 90 days;
- NDB, VOR, ILS, LLZ, DME Arrival;
- One hour instrument time in 90 days for single pilot recent experience requirements.

CONDITIONS

For the credits listed above to be applicable, the following conditions would apply:

- An instructor must be present at the instructor station for the duration of the flight;
- The synthetic trainer must be approved in the appropriate category and for the appropriate credit;
- Continued accreditation and certification of the trainer would be subject to an annual fidelity check;
- The limitations of the minimum equipment list must be observed;
- Training must be conducted in accordance with the operator's Synthetic Trainer Operations Manual.

Assessment of the device for training in visual flight sequences as provided by CAR 5.85 (2) was not undertaken due to limitations of the FSD2 standard and the absence of suitable visual flight assessment criteria. Subject to amendment of FSD2 to define appropriate visual flight standards and the provision by an operator of a suitable syllabus of training, the device could be approved for training in visual flight sequences.

As we discussed, this letter is confirmation that the trainer meets certain FSD2 criteria and would be suitable for accreditation, subject to a post-installation fidelity check, and the inclusion of certain details in the Synthetic Trainer Operations Manual (STOM).

I will pass this information to the appropriate department so that details of the trainer may be included in the list of trainers suitable for accreditation.

Yours sincerely

Leonard Yates
Flying Operations Inspector
Bankstown Field Office

12 May 2006