



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety

800 Independence Ave., SW
Washington DC 20591

FEB 27 2019

William Jen
Certification Manager
Redbird Flight Simulations
2301 E. St. Elmo Road, Suite 100
Austin, TX 78744

Dear Mr. Jen:

The Federal Aviation Administration (FAA) last qualified and approved your airplane Redbird Flight Simulations model CRV as an Advanced Aviation Training Device (AATD) on April 27, 2018 in accordance with Title 14 of the Code of Federal Regulations (14 CFR) 61.4(c).

Review of the revised Qualification and Approval Guide (QAG) version 2.1B dated February 22, 2019 validates the current standards and criteria for approval as provided in Advisory Circular (AC) 61-136, *FAA Approval of Aviation Training Devices and Their Use for Training and Experience*. The Redbird Flight Simulations model CRV airplane AATD is approved for use in satisfying the following sections of parts 61 and 141:

Redbird Flight Simulations Model CRV
Airplane Single Engine Land
Advanced Aviation Training Device (AATD)

- § 61.51(b)(3) – Logbook entries;
- § 61.51 (h) – Logging training time;
- § 61.57(c) – Instrument experience;
- § 61.57(d)(1) – Instrument proficiency check, per the Instrument ACS;
- § 61.65(i) – Instrument rating; up to 20 hours;
- § 61.109(k)(1) – Private Pilot Certificate aeronautical experience: up to 2.5 hours;
- § 61.129(i)(1)(i) – Commercial Pilot Certificate: up to 50 hours;
- § 61.159(a)(4)(i) – Airline Transport Pilot Certificate: up to 25 hours; and
- § 141.41(b) – Approved for use under the part 141 appendices as follows:
 - *Appendix B* – Up to 15% toward the total Private Pilot training time requirements;
 - *Appendix C* – Up to 40% toward the total Instrument training time requirements;
 - *Appendix D* – Up to 20% toward the total Commercial Pilot training time requirements;
 - *Appendix E* – Up to 25% toward the total Airline Transport Pilot training time requirements;

- *Appendix F* – Up to 5% toward the total Flight Instructor training time requirements;
- *Appendix G* – Up to 5% toward the total Flight Instructor Instrument training time requirements;
- *Appendix I, Private Pilot adding Airplane Category and Single Engine Class Rating Course* – Up to 3 hours toward the total training time requirements;
- *Appendix I, Commercial Pilot adding Airplane Category and Single Engine Class Rating Course* – Up to 11 hours toward the total training time requirements;
- *Appendix I, Airline Transport Pilot adding Airplane Category and Single Engine Class Rating Course* – Up to 6.25 hours toward the total training time requirements; and
- *Appendix M, Combined Private Pilot Airplane Certification and Instrument Rating* – Up to 25% toward the total training time requirements

Note: Minimum training or experience requirements for cross country, night, solo, takeoffs and landings, and the 3 hours of training with an authorized instructor in preparation for the practical test within the preceding 2 calendar months from the month of the test must be accomplished in an aircraft. Private Pilot Airplane applicants must also accomplish the minimum requirement for 3 hours of control and maneuvering of an airplane solely by reference to instruments specified in § 61.109 in an airplane. Additionally, no portion of the practical test or type specific training credit can be conducted in an AATD.

This approval is contingent upon the following conditions and limitations:

- 1) This AATD must maintain its performance and function without degradation. The minimum instrument requirements specified under § 91.205 for day visual flight rules (VFR) and instrument flight rules (IFR) must be functional during the training session;
- 2) Only the aircraft make/model and configurations that are in the approved QAG can be utilized. A copy of the FAA approved QAG detailing the approved makes, models, and configurations must be provided to the operator and be readily available when the AATD is in use;
- 3) A copy of this letter of authorization (LOA) must be readily available in a location near the device when in use. Additionally, a copy must be provided to the person using the above credits for pilot certification or ratings;
- 4) When used for instructional purposes, only an appropriately qualified FAA-certificated flight instructor may make any subsequent endorsements and/or pilot logbook entries;

- 5) Any changes or modifications to this AATD which have not been individually reviewed, evaluated, and approved in writing by the General Aviation and Commercial Division will terminate this LOA; and
- 6) The FAA reserves the right to withdraw this LOA at any time if the Administrator determines that this AATD has been used in a manner contrary to the conditions and limitations described within this LOA, FAA regulation, guidance, or safety.

This approval is valid for sixty (60) calendar months from the date of this letter. Any requests for a new LOA should be made in writing to The General Aviation and Commercial Division at least 90 days in advance of expiration. The General Aviation and Commercial Division may require a review of the QAG, an on-site functional evaluation, and verification of all the requirements as described in the current publication of Advisory Circular 61-136, *FAA Approval of Aviation Training Devices and Their Use for Training and Experience* before a new LOA can be issued.

This approval expires on 02/29/2024.

The enclosed signed QAG is approved and a copy of this letter is retained in our files.

Sincerely,

**SHAWN M
HAYES** Digitally signed by
SHAWN M HAYES
Date: 2019.02.27
11:30:48 -05'00'

Shawn M. Hayes
Manager, Airman Training and Certification Branch
General Aviation and Commercial Division

Enclosure