



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

800 Independence Ave., SW.  
Washington, DC 20591

FED - 9 2011

Mr. Jerome N. Gregoire  
Redbird Flight Simulations, Inc.  
8313 W Highway 71  
Suite 300  
Austin, Texas 78735-8107

Dear Mr. Gregoire:

You requested Federal Aviation Administration (FAA) approval of your Redbird Flight Simulations, Inc. (Redbird) amended Qualification and Approval Guide (QAG) version 4.1 for the Advanced Aviation Training Device (AATD) models LD 1000, SD 1000, and FMX 1000. In particular, the amended QAG adds 14 additional aero model configurations.

After reviewing the amended Redbird QAG version 4.1, we have determined that the additional aero model configurations identified in the QAG do not require a functionality test and that the AATD models LD 1000, SD 1000, and FMX 1000 continue to meet the FAA approval criteria. Therefore, the Redbird models LD 1000, SD 1000, and FMX 1000 are approved as an AATD and authorized for use in satisfying Tasks/Maneuvers and Procedures under the following sections of 14 CFR parts 61 and 141:

**Redbird LD 1000, SD 1000, and FMX 1000  
Advanced Aviation Training Device**

- § 61.51(b)(3) & (h) - Logged Flight Experience;
- § 61.57(c)(2) - Recent Flight Experience: Instrument;
- § 61.57(c)(4)(ii) - Recent Flight Experience: Instrument;
- § 61.57(c)(5)(i) - Recent Flight Experience: Instrument;
- § 61.57(d)(1)(ii) - Instrument Proficiency Check, per FAA-S-8081-4 (latest version);
- § 61.65(e)(2) - Instrument Rating: Up to 20 Hours;
- § 61.65(a)(8)(2) - Instrument Rating: Practical Test, as allowed under FAA-S-8081-4 (latest version);
- § 61.109(k)(1) - Private Pilot Certificate: Up to 2.5 Hours;
- § 61.129(i)(1)(i) - Commercial Certificate: Up to 50 Hours;
- § 61.159(a)(3)(i) - Airline Transport Pilot Certificate: Up to 25 Hours;
- § 141.41(b) - Approved for use under the Part 141 Appendices as follows:

*Appendix B-* Up to 2.5 hours towards the total flight training time requirements by sole reference to instruments;

*Appendix C-* Up to 40% towards the total required instrument flight training time requirements;

*Appendix D-* Up to 20% towards the total flight training time requirements;

*Appendix E-* Up to 25% towards the total flight training time requirements;

*Appendix F-* Up to 5% towards the total flight training time requirements;

*Appendix G-* Up to 5% towards the total flight training time requirements;

- Appendix I Private Pilot Airplane Single Engine or Multiengine Class Rating Course-* Up to 3 hours towards the required flight training time requirements;
- Appendix I Commercial Pilot Airplane Single Engine or Multiengine Class Rating Course-* Up to 11 hours towards the required flight training time requirements;
- Appendix I Airline Transport Pilot Airplane Multiengine Class Rating Course-* Up to 6.25 hours towards the flight training time;
- § 141.55(d) & (e) - As allowed within the FAA-approved Part 141 reduced hours training course; and
- § 141.57 - As allowed within the FAA-approved Part 141 special training curricula.

This approval is contingent upon the following:

- (1) This device, when in use, continues to maintain its performance, function, and other characteristics to ensure its ability to adequately perform the listed tasks/maneuvers or procedures authorized have not deteriorated;
- (2) The jurisdictional Flight Standards District Office's receipt of annual reports regarding the status and continued use of this device from the operator;
- (3) A copy of this authorization and approval must be posted in a location near the device when in use so as to be readily available to the users when operated as authorized;
- (4) An authorized instructor must certify the above instructional use;
- (5) Any changes or modifications to this device which have not been reviewed, evaluated, and approved by AFS-800 will cause FAA's approval to become null and void; and,
- (6) This authorization is valid until modified or rescinded by AFS-800.

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

Sincerely,



Melvin O. Cintron  
 Manager, General Aviation and Commercial Division

Enclosure