

FLIGHT SIMULATION TRAINING DEVICE QUALIFICATION CERTIFICATE

Pursuant to Commission Regulation (EU) No 1178/2011 and subject to the conditions specified below, the European Aviation Safety Agency hereby certifies that

FSTD No EU-FI004

S/N: Singer-Link / 1005

McDonnell-Douglas DC-9-82 (MD-82)

Located at

**Institute Of Air Transport Ltd., Sofia Flight Training
Airport Sofia, Institute Of Air Transport Ltd, North Building
1540 Sofia
Bulgaria**

has satisfied the qualification requirements prescribed in Part-ORA, subject to the conditions of the attached FSTD specifications.

This qualification certificate shall remain valid subject to the FSTD and the holder of the qualification certificate remaining in compliance with the applicable requirements of Part-ORA, unless it has been surrendered, superseded, suspended or revoked.

For the European Aviation Safety Agency,

Date of issue: 15.05.2017



**Hans BIRKHOLM
ATO & AeMC Section Manager**

Note:
The following numbers are listed on the certificate:
EASA current Project Number: 0010029264 - 001

FSTD QUALIFICATION CERTIFICATE: EU-FI004

FSTD SPECIFICATIONS

A.	Type or variant of aircraft:	McDonnell-Douglas DC-9-82 (MD-82)
B.	FSTD qualification level:	AEROPLANE FFS LEVEL CG
C.	Primary reference document:	FAA AC120-40A
D.	Visual system:	Singer Link-Miles, Image II-T, 6 windows, FOV 35degx40deg per windows, dusk and night
E.	Motion system:	Singer Link-Miles, 60 inch, hydraulic, 6 DOF
F.	Engine fit:	Pratt & Whitney JT8D-219 and Pratt & Whitney JT8D-217A
G.	Instrument fit:	According to aircraft type
H.	ACAS fit:	TCAS II (ver. 7.1)
I.	Windshear:	Profiles available
J.	Additional capabilities:	None
K.	Restrictions or limitations:	During TCAS scenario, targets cannot be seen on the visual system
L.	Guidance information for training, testing and checking considerations	
CAT I	RVR	550 m DH 200 ft yes
CAT II	RVR	300 m DH 100 ft yes
CAT III (lowest minimum)	RVR	150 m DH 30 ft yes
LVTO	RVR	125 m yes
Recency		yes
IFR-training / check		yes / yes
Type rating		yes
Proficiency checks		yes
Autocoupled approach		yes
Autoland / roll out guidance		yes / yes
ACAS I /II		n/a / yes
Windshear warning system / predictive windshear		n/a / n/a
WX-radar		n/a
HUD / HUGS		yes / n/a
FANS		n/a
GPWS / EGPWS		n/a / yes
GPS		yes
ETOPS capability		n/a
Other:	RNP APCH limited to: [LNAV]	

For the European Aviation Safety Agency,

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Hans BIRKHOLM

ATO & AeMC Section Manager



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