

European Union

Finnish Transport and Communications Agency (Traficom)

**FLIGHT SIMULATION TRAINING DEVICE (FSTD)
QUALIFICATION CERTIFICATE FI-1A-006B**

Pursuant to Commission Regulation (EU) No 1178/2011 and subject to the conditions specified below, the Finnish Transport and Communications Agency (Traficom) hereby certifies that

FSTD level	Full Flight Simulator, Level CG
Simulated A/C type	Beechcraft Super King Air 200
FSTD manufacturer	FlightSafety International
Serial number	Serial 5803

Located at	Finnish Aviation Academy Ilmailuopistontie 184 FI-28540 Pori FINLAND
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has satisfied the qualification requirements prescribed in Part-ORA, subject to the conditions of the attached FSTD specification.

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certificate remaining in compliance with the applicable requirements of Part-ORA, unless it has been surrendered, superseded, suspended or revoked.

Date of issue	11 Nov 2021
Signature on behalf of Traficom	
Clarification of the signature	Olli Hänninen
Title	Senior Inspector, Flight Simulators



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A) Type or variant of aircraft	Beechcraft Super King Air 200
B) FSTD qualification level	Full Flight Simulator, Level CG
C) Primary reference document	FAA AC120-40A, Phase II
D) Visual system	VITAL IV, night visual image, 3 channels, 4 windows, field of view vertical 36° and horizontal 82° per pilot
E) Motion system	6 degrees of freedom, hydraulic
F) Engine fit	Pratt & Whitney PT6A-42 (see item K)
G) Instrument fit	<ul style="list-style-type: none"> • EFIS: Collins EFIS-85B (5-tube version) • 2 x AP and FD: Collins FCS-65 • Air Data System: Collins ADS-80 • NAV/COM: Collins Pro Line II • ADF: Collins ADF-60 • 2 x RMI (2 pointers on each) • Garmin GNS530W
H) ACAS fit	N/A
I) Windshear	Windshear profiles are available
J) Additional capabilities	<ul style="list-style-type: none"> • RNP approach to LNAV minima and LNAV/VNAV minima (APV SBAS), see Finnish Aviation Academy's list of validated approaches • RNAV 5 and RNAV 1
K) Restrictions or limitations	<ul style="list-style-type: none"> • NAV and APR modes of Flight Director / Autopilot not to be used for RNP approach. • To be noted in training, testing and checking: FI-1A-006B simulation is not based on Super King Air 200 flight test data. Modeling is same as for King Air 300 (FI-1A-006A) except that max torque is limited and some systems modified. Details are in evaluation reports.

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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	N/A
CAT III (lowest minimum)			N/A
LVTO	RVR 150 m		Yes
Recency			Yes partially, see item K
IFR-training / IFR-checks			Yes / Yes, see item K
Type rating			Yes partially, see item K
Proficiency checks			Yes partially, see item K
Autocoupled approach			Yes, see item K
Autoland / Roll out guidance			N/A / N/A
ACAS I / II			N/A / N/A
Windshear warning system / predictive windshear			N/A / N/A
WX-radar			N/A
HUD / HUGS			N/A / N/A
FANS			N/A
GPWS / EGPWS			N/A / N/A
ETOPS capability			N/A
GPS			Yes
Other			N/A

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