



## FLIGHT SIMULATION TRAINING DEVICE QUALIFICATION CERTIFICATE

Pursuant to Commission Regulation (EU) No 1178/2011 and subject to the conditions specified below, the Ente Nazionale per l'Aviazione Civile, competent Authority of the Italian Republic, Member of European Union, hereby certifies that:

**FSTD No. IT-088**

**Viking CL-415**  
**S/N: SN-00002640**

located at

**ANSETT AVIATION ITALY S.P.A.**  
**Aeroporto Milano Malpensa snc 21019 Somma Lombardo (VA) - Italy**

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 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certificate remaining in compliance with the applicable requirements of Part-ORA, unless it has been surrendered, superseded, suspended or revoked.

**Date of issue: 30 December 2021**

**Bollo assolto in modo virtuale**  
**aut. Direz. Reg. Entrate Lazio**  
**n. 135047/98 del 30/11/1998**

Signed: (this document is digitally signed according to the Italian law D.L.gs 82/2005)

Name: **Dr. Ing. Mario Tortorici**

Title: **Personnel Licensing & Operations  
Regulation Director**

- Date in service: January 2019

A. Type or variant of aircraft:	CL-415
B. FSTD qualification level:	FFS Level D
C. Primary reference document	CS-FSTD A Issue 2
D. Visual System	Rockwell Collins EP-8100, 3-channels image generator, JVC VS2300 laser LCoS hybrid projectors, FOV 200 deg H x 40deg V
E. Motion System	Moog Electric Pneumatic MB-EP 6-DOF 60 inches stroke
F. Engine fit	Pratt & Whitney PW123AF, Hamilton Standard 14-SF-19 propeller
G. Instrument fit	According to the aircraft type equipped with Honeywell FZ-450_040 AFCS, Universal UNS-1Lw FMS. Honeywell Primus 660 WX Radar, Honeywell RM-855 RMU, Honeywell AA-300 Radio Altimeter.
H. ACAS fit	N/A
I. Windshear	Windshear reproduction profiles available
J. Additional capabilities	Full/Post Stall, UPRT according to CS-FSTD A Issue 2. Bounced and gusting crosswind landing FAA training scenarios. Firefighting realistic scenario. Landing and takeoff on water. Smoke generator. Remote debriefing station.
K. Restrictions/Limitations	1) High angle of attack engine and airframe icing effect demonstration N/A

L. Guidance information for training, testing and checking considerations

CAT I	RVR	550	m	DH	200	ft	YES
CAT II	RVR	N/A	m	DH	100	ft	N/A
CAT III (lowest minimum)	RVR	N/A	m	DH	N/A	ft	N/A
LVTO	RVR	150	m				YES
Recency							YES
IFR training/check							YES / YES
Type rating							YES
Proficiency checks							YES
Autocoupled Approach							YES
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							YES
HUD / HUGS							N/A
FANS							N/A
GPWS / EGPWS							N/A / N/A
GPS							YES
ETOPS Capability							N/A

Other :  
 - Qualification Visual Scenes: LIRA, LICA, LIMJ  
 - RNP APCH, LNAV: YES | LNAV/VNAV: YES | LPV: YES | AR: N/A

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 Name: **Dr. Ing. Mario Tortorici**  
 Title: **Personnel Licensing & Operations Regulation Director**