



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

800 Independence Ave., SW.
Washington, DC 20591

DEC 19 2014

Mr. Jerome N. Gregoire
Redbird Flight Simulations, Inc.
2301 E. Elmo Rd., Suite 100
Austin, TX 78744

Dear Mr. Gregoire:

The Federal Aviation Administration (FAA) qualified and approved your airplane model TD2 Basic device as an Basic Aviation Training Device (BATD) on June 10, 2010 in accordance with Title 14 Code of Federal Regulations (14 CFR) section (§) 61.4(c).

The revised Qualification and Approval Guide (version 2.2) dated May 16, 2014 identifying the model TD2 Basic device is approved as requested. The Redbird airplane model TD2 Basic is authorized for use in satisfying the following sections of Title 14 of the Code of Federal Regulations parts 61 and 141:

**Redbird Model TD2 Basic v2.2
Single Engine Land
Basic Aviation Training Device (BATD)**

- § 61.51(b)(3)(iii) – Logbook entries;
- § 61.51 (h) – Logging training time;
- § 61.57(c)(3) – Instrument experience;
- § 61.65(i) – Instrument rating: not more than 10 hours;
- § 61.109(k)(1) – Private Pilot Certificate Aeronautical experience: up to 2.5 hours;
and
- § 141.41(b) – Approved for use under the part 141 appendices as follows:
 - *Appendix B* – Up to 2.5 hours toward the total Private Pilot flight training time requirements; and
 - *Appendix C* – Within an FAA-approved Instrument Rating course for not more than 10 hours.

Note: Training or experience requirements such as cross country, night, solo, takeoffs and landings, or the 3 hours of training within 2 calendar months of the practical test must be accomplished in an aircraft. Private Pilot Airplane applicants must also complete the requirement for 3 hours of control and maneuvering of an airplane solely by reference to instruments specified in §61.109 in an airplane. Additionally, practical tests cannot be conducted in a BATD.

This approval is contingent upon the following:

- (1) This aviation training device must continue to maintain its performance and function without degradation. The minimum instrument requirements specified under 14 CFR part 91, § 91.205 for day visual flights rules (VFR) and instrument flight rules (IFR) must be functional during the training session;
- (2) Only the configurations that are in the approved Qualification and Approval Guide are utilized during training;
- (3) A copy of this approval letter must be readily available in a location near the device when in use. Additionally, a copy of this authorization must be provided to the person using the above credits for pilot certification or ratings;
- (4) An authorized instructor must provide and 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 terminate this letter of approval; and
- (6) The FAA reserves the right to revoke this authorization at any time if the Administrator determines that this training device is used contrary to FAA regulation, guidance, or safety.

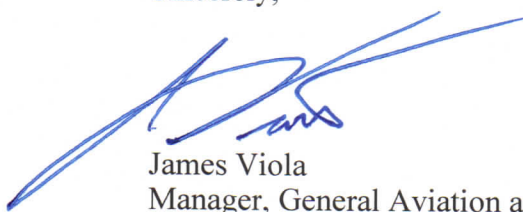
Revision No.	Date	Device
Version 2.2	May 16,2014	TD2

This approval is valid for sixty (60) calendar months from the date of this letter and supersedes any previous approvals for this training device. Renewal requests should be made prior to the expiration (90 days in advance) by letter to AFS-800 and the above contingencies (1) through (6) remain valid. At the time of application AFS-800 will conduct (at a minimum) a review of the QAG, to verify compliance with the current AC 61-136 for their approval and use, before a new Letter of Authorization (LOA) can be provided.

The approval expires on 11/30/2019

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

Sincerely,



James Viola
 Manager, General Aviation and Commercial Division
 Flight Standards Service

Enclosure