



JUL - 1 2010

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

Dear Mr. Gregoire:

This is in response to your request for Federal Aviation Administration (FAA) approval of the Qualification and Approval Guide (QAG) dated June 1, 2010 for the Redbird Flight Simulations, Inc. (Redbird) TD2 BASIC model training device as a Basic Aviation Training Device (BATD). After a review the QAG, a member of the FAA Consensus Evaluation Team conducted an on-site functionality test and evaluation of the Redbird TD2 BASIC model on June 29, 2010. The team has determined the Redbird TD2 BASIC model meets all of the FAA BATD approval criteria.

The Redbird TD2 BASIC model training device is approved as a BATD. As a BATD, this device is authorized for use in satisfying Tasks/Maneuvers and Procedures under the following sections (§) and appendixes of Title 14 of the Code of Federal Regulations parts 61 and 141:

**Redbird TD2 BASIC
Basic Aviation Training Device**

**Configuration: Generic single piston engine airplane with fixed gear,
retractable gear and high performance options, and
standard or "Redbird 1000" flight displays**

§ 61.51(b)(3)	Logged Flight Experience;
§ 61.57(c)(2)	Instrument Experience;
§ 61.65(e)(2)	Not more than 10 hours toward instrument rating flight instruction;
§ 61.109(k)(1)	Not more than 2.5 hours in the introduction to the operation of flight instruments;
§ 141.55(d) & (e)	As allowed within the FAA-approved Part 141 reduced hours training course;
§ 141.57	As allowed within the FAA-approved Part 141 special training curricula;
Part 141 Appendix B	Not more than 2.5 hours in the introduction to the operation of flight instruments; and
Part 141 Appendix C	Not more than 10 hours toward instrument rating flight instruction.

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 has not deteriorated;

- (2) The jurisdictional Flight Standards District Office's receipt of annual reports regarding the status and continued use of these devices from the operator;
- (3) A copy of this authorization and approval must be posted in a location near the devices 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 these devices which have not been reviewed, evaluated, and approved by FAA's General Aviation and Commercial Division (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.

Sincerely,



Melvin O. Cintron
Manager, General Aviation and Commercial Division

Enclosure