Definitions-

Aviation Training Device (ATD)-

The level used to group the approvals of the BATD Basic (BATD) and Advanced (AATD) Aviation Training devices. The ATD level was originally introduced in AC61-136 in 2008 and is defined under §61.1 as "a training device, other than a full flight simulator or flight training device, that has been evaluated, qualified, and approved by the Administrator." For the purpose of clarity, Redbird recommends using the specific approval level (BATD or AATD) in all written records or logbooks.

Basic Aviation Training Device (BATD)-

This is a device approval level created by AC61-136B.

Advanced Aviation Training Device (AATD)-

This is a device approval level created by AC61-136B and is higher than BATD. A device approved as an AATD must meet and exceed the requirements of a BATD.

AC61-136B-

The current revision of the Advisory Circular initiated by AFS-800 that removed FTD levels 1-3 and creates the device approval levels BATD and AATD. AC61-136B lists the requirements for each level, the process for getting approval, and provides guidance on the usage of BATD's and AATD's.

Qualification and Approval Guide (QAG)-

The document created by Redbird that describes how the device meets the requirements of AC61-136B. Each aero model configuration is listed. This document can be amended and revised as new configurations are added. Amended QAGs must be resubmitted for re-approval by the FAA.

Letter of Approval (LOA)-

The letter issued by AFS-800 that grants approval for the Redbird devices and configurations. The LOA is tied to a specific QAG version.

Flight Training Device (FTD)-

Regulatory group of devices controlled by FAR part 60 and approved by the FAA, National Simulator Program located in Atlanta, GA. After the rewrite of Part 60, FTD's currently include Levels 4-7.

TRAINING WITH A REDBIRD AVIATION TRAINING DEVICE

What type of training can I conduct in a Redbird BATD?

The Redbird TD and TD2 Basic Aviation Training Devices may be used for meeting Private Pilot Aeronautical Experience and Instrument Training Requirements.

Private Pilot Training Requirements

Part 61: Up to 2.5 hours can be logged toward Aeronautical Experience Requirements

Part 141: Up to 15% toward the total Private Pilot training time requirements

Instrument Training Requirements

Part 61: Up to 10 hours can be logged toward an Instrument Rating

Part 141: Up to 25% toward the total Instrument training time requirements

What type of training can I conduct in a Redbird AATD?

Redbird LD, SD, FMX, and MCX Advanced Aviation Training Devices can be used for Private Pilot, Instrument training, Instrument currency, Instrument Proficiency Checks, Commercial Pilot training, ATP training, and Multi-engine training, and CFI/II training.

Private Pilot Training Requirements

Part 61: Up to 2.5 hours can be logged toward Aeronautical Experience Requirements

Part 141: Up to 15% toward the total Private Pilot training time requirements

Instrument Training Requirements

Part 61: Up to 20 hours can be logged toward an Instrument Rating

Part 141: Up to 40% toward the total Instrument training time requirements

Commercial Pilot Training Requirements

Part 61: Up to 50 hours can be logged toward a Commercial Pilot Certificate

Part 141: Up to 20% toward the total Commercial Pilot training time requirements

Airline Transport Pilot Training Requirements

Part 61: Up to 25 hours can be logged toward Airline Transport Certificate

Part 141: Up to 25% toward the total Airline Transport Pilot training time requirements

Certified Flight Instructor Requirements

Part 141: Up to 5% toward the total Flight Instructor training time requirements

Part 141: Up to 5% toward the total Flight Instructor Instrument training time requirements

Adding Airplane Category and Single Engine or Multi-engine Class Rating Course
Part 141: Up to 3 hours can be logged toward flight training time requirements for Private Pilot adding Airplane Category and ASEL/AMEL Class Rating
Part 141: Up to 11 hours can be logged toward required flight training time requirements for Commercial Pilot adding Airplane Category and ASEL/AMEL Class Rating
Part 141: Up to 6.25 hours can be logged toward required flight training time requirements for Airline Transport Pilot adding Airplane Category and ASEL/AMEL Class Rating

Combined Private Pilot Airplane Certification and Instrument Rating
Part 141: Up to 25% toward the total training time requirements

BATDS, AATDs, and Instrument Experience Requirements

§61.57(c)(2) authorizes both the BATD and AATD for use to accomplish the Instrument Currency requirements listed in §61.57(c)(1). The required tasks are:

- Six instrument approaches.
- Holding procedures and tasks.
- Intercepting and tracking courses through the use of navigational electronic systems.

Instrument Proficiency Check

The majority of Instrument Proficiency Check tasks can be performed in any Redbird Advanced Aviation Training Device (AATD). The Redbird LD, SD, FMX, and MCX are each AATDs. FAA-S-ACS-8B (page A-12) authorizes the AATD to be used to complete all of the necessary tasks except for a circling approach, the landing task, and the multiengine airplane tasks. A BATD cannot be used for any part of the IPC.

What if I am conducting training in a combination of BATD, AATD, FFS, and aircraft?

Part 61: No more than 20 hours can be logged by combining an AATD, BATD, FTD, and/or FFS for an Instrument Rating
Part 141: No more than 50% of the required course hours can be logged by combining an AATD, BATD, FTD, and/or FSS for an Instrument Rating

What type of training can be conducted in a FNPT II Requirements?

Redbird devices certified under EASA Flight Navigation and Procedural Trainer (II) can be used toward EASA pilot training requirements for each module.

Basic Instrument Flight Instruction: Up to 5 hours can be logged toward flight training requirements
Flying Training Single Engine Instrument Instruction: Up to 35 hours can be logged toward flight training requirements
Flying Training Multi-Engine Instrument Instruction: Up to 40 hours can be logged toward flight training requirements

How do I log training time in a Redbird Aviation Training Device?

When using the Redbird to log training time for a certificate or rating, an instructor must be present and the time should be logged in the pilots' logbook as Dual Received and signed by the instructor. Whenever possible, make sure to include the Redbird device's SN# in your logbook entry.

When completing your IACRA application online, the time in a Redbird should be logged under the **Aeronautical Experience** tab. The applicant can log their Total times in an ATD (with and without instructor), their Instruction Received (with instructor), and Instrument (with and without instructor) under the ATD column. The Class time listed for credit under the ATD column will then need to be totaled in the appropriate cells in the **Class Hour** section.

Example: If the applicant logs twenty Total ATD hours, fifteen hours with and five hours without an instructor, and the device simulated a Single-Engine aircraft for all twenty hours, then in the **Aeronautical Experience Grid** you would input 20 for ATD Total and 15 for Instruction Received and also 20 for ATD SE in the **Class Hours** section.

Note: The applicant cannot log for Aeronautical Experience in an ATD any of the items in the BLUE colored cells.

Where can I find more information?

FAA AC 61-136B (12 SEP 2018): FAA Approval of Aviation Training Devices and Their Use for Training and Experience

FAA AC 61-98D (30 APR 2018): Currency Requirements and Guidance for the Flight Review and Instrument Proficiency Check

FAA-ACS-S-ACS-6B (11 JUNE 2018): Private Pilot - Airman Certification Standards

FAA-ACS-S-ACS-8B (11 JUNE 2018): Instrument Rating Airman Certification Standards

FAR Part 61: Certification of Pilots, Flight Instructors, and Ground Instructors

FAR Part 141: Certification of Pilot Schools

FAA Redbird Letter of Authorization(s): TD/TD2, LD/SD/FMX/MCX

EASA License and Ratings Requirements: https://www.caa.co.uk/Commercial-industry/Pilot-licences/EASA-licence-and-ratings-requirements/