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IN ACCORDANCE WITH INTERNATIONAL BEST PRACTICE ALL CHARTER FLIGHTS BOOKED THROUGH INDEPENDENT AVIATION ARE 100% carbon offset

the air charter professionals

PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING

For Sale or Long-Term Lease. B737NG-800 Type Full Motion SFT/Simulator



Independent Aviation are delighted to offer this full motion B737NG-800 Type Flight Simulator for Sale or Long Term Lease.

Attached are of articles regarding the FSAP 6 Degrees of Freedom Flight Simulator for sale below. It is about to be re-certified at a minimum level of CASR Part 60 Category C.

The credits approved by CASA under this are quite extensive and would include those listed below in an extract from the CASA website and include all credits for Cat A, B and C as well as a number of other credits for Jet Transition Training and MPL phases.

Our Clients are open to all reasonable offers and the guide price is offers in the region of \$AUD900,000.00. This price includes all back up and support / training in operation and maintenance including ongoing support.

This is no toy. However, unlike most full motion flight simulators, it does not require a team of staff to operate and maintain. It can be easily started from a dark cold cockpit by the instructing with no external support or assistance. The B737NG-800 has real world HD visuals covering +/- 60 degrees from the equator with all airports (more than 24000) and everything between , including correct terrain heights, all major land features etc and operates in real time.

Cost of operation is approximately \$2/hour for three phase power and a further \$10 per hour for assured ongoing component and consumables. It operates on a safe 150Bar hydraulic pressure.

Fly this type of full motion flight training device and you will never accept a fixed base simulator or synthetic flight trainer again. The confidence you will have in your students ability will never be greater when you expose them to some of the toughest weather and associated turbulence on a dark night departure from Cairns to PNG. They will exit confident from the experience or otherwise fail. Anyone can fly a fixed base sim, but when all the cues are present and especially full roll, pitch, heave, surge and sway are there, the experience is true simulation.

Approvals to be granted by CASA at time of Post Installation Fidelity Test or at time of release of initial deposit and prior to delivery to client premises are as follows:

The appropriate sections out of FSD-2 detailing the credits available is reproduced below (the applicable CAR 5.169 is highlighted): CAR 5.169 is reproduced below (applicable area highlighted).

Category A Trainers

3.3 The credits available to an approved Category A synthetic trainer are:

- Instrument ground time for: ○ CAR 5.60
- GFPT ○ PP(A)L ○ CP(A)L ○ CP(A)L ○ ATP(A)L
- CAR 5.76(4) CAR 5.85(5) CAR 5.112(3) CAR 5.116(2) CAR 5.173(3)
- Instrument rating instrument ground time, in accordance with Table 2 of Appendix II to CAO 40.2.1
- With a motion and visual system to the standards set out in FSD-1 subsections 10.3 and 10.4 respectively, aeronautical experience for:
 - PP(A)L CAR 5.85(2) ○ CP(A)L CAR 5.112(1)

Operational Standards and Requirements—Approved Synthetic

Approved by Group General Manager, Personnel Licensing, Education and Training

Version

1.2: January 2002

CP(A)L ATP(A)L ATP(H)L

CAR 5.116(1) CAR 5.173(5) CAR 5.182(3).

Category B Trainers

3.4 The credits available to an approved Category B synthetic trainer are those available for Category A, and:

- Instrument rating instrument ground time, in accordance with Table 2 of Appendix II to CAO 40.2.1
- Instrument rating instrument approaches, in accordance with Table 2 of Appendix II to CAO 40.2.1

Category C Trainers

3.5 The credits available to an approved Category C synthetic trainer are those available for Category B, and:

- Instrument ground time for: ○ CP(airship)L CAR 5.159(3) ○ CP(airship)L CAR 5.161(2)
 - With a motion and visual system to the standards set out in FSD-1, subsections 10.3 and 10.4 respectively:
 - Aeronautical experience for the issue of a: ○ CP(airship)L CARs 5.159(1) or 5.161(1)
 - Regular flight reviews for:
 - PP(A)L ○ PP(H)L ○ PP(G)L ○ CP(A)L ○ CP(H)L ○ CP(G)L ○ CP(airship)L ○ ATP(A) L
 - ATP(H) L
- CAR 5.81(2) CAR 5.91(2) CAR 5.99(2) CAR 5.108(2) CAR 5.124(2) CAR 5.133(2) CAR 5.154(2) CAR 5.169(2) CAR 5.178(2)