



June 18, 2026

Mr. William Jen
Dir. Customer Success, Redbird Flight Simulations, Inc.
301 Vista Ridge Drive, Suite 300
Kyle, TX 78640

Dear Mr. Jen:

The Federal Aviation Administration (FAA) last qualified and approved your airplane Redbird Flight Simulations, Inc. Model LD, SD, FMX, MCX as an Advanced Aviation Training Device (AATD) on July 3, 2025, in accordance with Title 14 of the Code of Federal Regulations (14 CFR) § 61.4(c).

Review of the revised Qualification and Approval Guide (QAG) version 4.12A dated October 22, 2025, validates the current standards and criteria for approval as provided in Advisory Circular (AC) 61-136, *FAA Approval of Aviation Training Devices and Their Use for Training and Experience*. The Redbird Flight Simulations, Inc. Model LD, SD, FMX, MCX airplane AATD is approved and authorized for use in satisfying the following sections of parts 61 and 141:

Redbird Flight Simulations, Inc. Model LD, SD, FMX, MCX
Airplane Single and Multiengine Land
Advanced Aviation Training Device (AATD)

- § 61.51(b)(3) – Logbook entries;
- § 61.51 (h) – Logging training time;
- § 61.57(c)(2) – Instrument experience;
- § 61.57(d)(1) – Instrument proficiency check, per the Instrument ACS;
- § 61.65(i) – Instrument rating; up to 20 hours;
- § 61.109(k)(1) – Private Pilot Certificate aeronautical experience: up to 2.5 hours;
- § 61.129(i)(1)(i) – Commercial Pilot Certificate: up to 50 hours;
- § 61.159(a)(4)(i) – Airline Transport Pilot Certificate: up to 25 hours; and
- § 141.41(b) Approved for use under the part 141 appendices as follows:
 - *Appendix B* – Up to 15% toward the total Private Pilot training time requirements;
 - *Appendix C* – Up to 40% toward the total Instrument training time requirements;
 - *Appendix D* – Up to 20% toward the total Commercial Pilot training time requirements;

Expires: 06/30/2031

- *Appendix E* – Up to 25% toward the total Airline Transport Pilot training time requirements;
- *Appendix F* – Up to 5% toward the total Flight Instructor training time requirements;
- *Appendix G* – Up to 5% toward the total Flight Instructor Instrument training time requirements;
- *Appendix I, Private Pilot adding Airplane Category and Single Engine or Multiengine Class Rating Course* – Up to 3 hours toward the training time requirements;
- *Appendix I, Commercial Pilot adding Airplane Category and Single Engine or Multiengine Class Rating Course* – Up to 11 hours toward the training time requirements;
- *Appendix I, Airline Transport Pilot adding Airplane Category and Single Engine or Multiengine Class Rating Course* – Up to 6.25 hours toward the training time; and
- *Appendix M, Combined Private Pilot Airplane Certification and Instrument Rating* – Up to 25% toward the total training time requirements.

Note: Minimum training or experience requirements for cross country, night, solo, takeoffs and landings, and the 3 hours of training with an authorized instructor in preparation for the practical test within the preceding 2 calendar months from the month of the test must be accomplished in an aircraft. Private Pilot Airplane applicants must also accomplish the minimum requirement for 3 hours of control and maneuvering of an airplane solely by reference to instruments specified in § 61.109 in an airplane.

No portion of the practical test or type specific training credit can be conducted in an AATD. The flight portion of a flight review specified in § 61.56(a) cannot be accomplished in an AATD. Additionally, an instrument proficiency check (IPC) specified in § 61.57(c) cannot be completed in its entirety in an AATD (see Instrument Rating Airman Certification Standards FAA-S-ACS-8, as amended).

This approval is contingent upon the following conditions and limitations:

- 1) This AATD must maintain its performance and function without degradation. The minimum instrument requirements specified under § 91.205 for day visual flight rules (VFR) and instrument flight rules (IFR) must be functional during the training session;
- 2) Only the aircraft make/model and configurations that are in the approved QAG can be utilized. A copy of the FAA approved QAG detailing the approved makes, models, and configurations must be provided to the operator and be readily available when the AATD is in use;
- 3) A copy of this letter of authorization (LOA) must be readily available in a location near the device when in use. Additionally, a copy must be provided to the person using the above credits for pilot certification or ratings;

- 4) When used for instructional purposes, only an appropriately qualified FAA-certificated flight instructor may make any subsequent endorsements and/or pilot logbook entries. Pilot time in an ATD may be logged as instruction received, instrument time, or total time only. See FAA airman application 8710-1;
- 5) Any changes or modifications to this AATD which have not been individually reviewed, evaluated, and approved in writing by the Air Transportation Division will terminate this LOA; and
- 6) The FAA reserves the right to withdraw this LOA at any time if the Administrator determines that this AATD has been used in a manner contrary to the conditions and limitations described within this LOA, FAA regulation, guidance, or safety.

This approval is valid for sixty (60) calendar months from the date of this letter. Any requests for a new LOA should be made by the aviation training device manufacturer in writing to the Air Transportation Division at least 90 days in advance of expiration. The Air Transportation Division may require a review of the QAG, an on-site functional evaluation, and verification of all the requirements as described in FAA Order 8900.1 Volume 11, Chapter 10, Section 1, *Approval, Oversight, and Authorized Use Under 14 CFR Parts 61 and 141* before a new LOA is issued.

This approval expires on June 30, 2031.

The enclosed signed QAG is approved, and a copy of this letter is retained in our files.

Sincerely,

For

STEPHEN H
DUNN

Digitally signed by
STEPHEN H DUNN
Date: 2026.06.26
13:16:14 -07'00'

Daniel R. Kelman

Acting Manager, Air Transportation Division

Enclosure

Letter of Authorization
Flight Training Devices (FTD), Levels 2, 3 and 5

1. Authorization. This Letter of Authorization (LOA) authorizes the Part 141 certificate holder to use the approved Flight Training Device(s) (FTD) listed in Table 1 below. This LOA is valid until modified or rescinded by the FAA and provided that an annual report regarding its status and continued use is submitted to the jurisdictional Flight Standards District Office:

Table 1 - Identification of Approved FTD

Serial Number	Make and Model	Evaluated Level of Standard	Exceptions	Annual Report Due
FMX 0100	FMX 1000	3	N/A	12/31/2014

2. Qualification and Approval. This approval authorizes the use of the FTDs listed in Table 1 above under 14 CFR section 61.4(a), for the purposes of training, testing, or checking of maneuvers, procedures, or crewmember functions which are listed in the appendices of the following Practical Test Standards:

- a. Commercial Pilot Airplane Practical Test in accordance with FAA-S-8081-12B, Practical Test Standards
- b. Instrument Rating (Airplane) Practical Test in accordance with FAA-S-8081-4D, Practical Test:
- c. Airline Transport Pilot and Aircraft Type Rating (Airplane) Practical Test in accordance with FAA-S-8081-5D, Practical Test Standards:
- d. The use of Levels 2 and 3 FTDs are authorized only for airplanes not requiring a type rating.

3. Provisions and Limitations. This authorization is contingent upon the following:

- a. Instruction in this device must be given by an authorized instructor who has demonstrated competency in the operation and use of the device as authorized;
- b. The FAA must conduct a periodic evaluation of the FTDs listed in Table 1 above to ensure that each maintain the ability to perform the approved Tasks and/or Maneuvers authorized has not deteriorated.
- c. The manufacturer/certificate holder maintains continuous qualification of the approved FTDs in accordance with AC 120-45A, Airplane Flight Training Device Qualification.
- d. Any modifications of the FTDs listed in Table 1 will be made in accordance with AC 120-45A.
- e. The approved FTDs must retain their original qualification and evaluation for performance, functions, and other characteristics, and must be evaluated on a recurrent basis using the approved Master Approval Test Guide (MATG).

4. Relocation of FTD. In the event the certificate holder moves an FTD to a new location and its level of qualification is not changed, the following procedures shall apply:

- a. The certificate holder must advise the POI and NSPM, if appropriate, prior to the move.
- b. Prior to returning the FTD to service at the new location, the certificate holder should