Distributors of Flight Simulators

Solution to Flight Simulators

Asia Aviation Services
is partnered with the one of the largest distribution chain of
Aviation parts in the world
Our distribution chain is 24/7/365

Fuel management

Consultancy in Aviation

RC-1

- complete full-featured ATD with life-size, high-resolution instruments.
- cockpit enclosure.
- instructor station.
- external visual system with large screen display .
- simple, complex, and twin-engine aircraft capability.
- The RC-1 provides the same flying credits as a level 3 FTD.

RC-1

FAA CERTIFIED ADVANCED ATD FLYING CREDITS

- Log 2.5 Hrs toward the PRIVATE
- Log 20 Hrs toward the INSTRUMENT
- Log 25 Hrs toward the ATP
- Log 50 Hrs toward the COMMERCIAL
- Recent Flight Experience (maintain currency)
- Instrument Proficiency Check (partial)
- Instrument Practical Test (partial)
- AATD (level 3) (FAA8081-4)
- CASA level b STD (FSD2)

RC-1

Device	Pilots	DCL	CF	Cockpit	Enclosed IOS	Visuals	Aproved by
Rc-1	1		X	X		X	FAA

RC-1

Features

- Totally Integrated System
- Single Control Yoke
- King Silver Crown Avionics
- Virtual GNS430 WAAS GPS
- Large, Life-Sized, High-Resolution Instruments
- Rudder w/proportional braking
- Simple, Complex, and Twin Aircraft Modules
- Single Chanel Image Generator
- 52-inch LCD monitor w/Custom Stand
- Graphical Instructor's Station w/Desk
- Seat and seat base

RC-1 Options

- Real GNS 430
- Real GNS 530
- Multiple Channel external visual system
- 2-Lever Vernier-Style Power Quadrant
- 3-Lever Vernier-Style Power Quadrant
- King Air Quadrant
- InterCom Kit
- iFunction Tool Bar

S623 Helicopter

- Eurocopter AS350B
- a four channel external visual system and a fully enclosed helicopter cockpit with dual pilot instrument panels and dual controlls.

S623 Helicopter

Approved for the following flying credits by the FAA

- 20 hours to the Instrument rating
- 25 hours to the Commercial rating
- 25 hours to the ATP rating
- Instrument Proficiency Checks and other instrument currency requirements
- 2.5 hours to the helicopter private pilot license

S623 Helicopter

Features of the S623

- Dual flight controls
- Pilot / Co-Pilot specific set of instruments
- Full autopilot capability with Flight director and navigation coupling to VOR & GPS. AP can be controlled by Pilot or Co-pilot.
- IFR GPS to TSOC129 standard for IFR flight (choice of Trimble or Apollo).
- 120 degree external projected visuals with Pilot chin bubble view.
- AS350 hard shell cockpit design
- Full interactive instructor facilities
- Compact footprint (minimum 4m x 4m)
- 2 years full warranty
- Graphical Instructor's Station w/Desk

Optional enhance-ments available

- EFIS upgrade (King EFS40/50)
- Additional GPS receivers such as Garmin GNS 430W or 530W
- Fully enclosed integrated instructor station
- iFunction Tool Bar

S723

Features

- Dual flight controls
- Pilot/Co-Pilot specific instrumentation
- Full autopilot capability with flight director and navigation coupling to VOR and GPS.
- IFR GPS to TSOC129 standard for IFR flight (choice of Trimble 2000 or Apollo GX Series)
- 150° x 40° or 270° x 65° (JAA requirement) external projected visuals
- AS355 twin engine cockpit configuration
- Easy maintenance
- Enclosed instructor station (JAA requirement)

optional

- several visual upgrades up to 270° x 65°
- customized specific Airport or area visuals software featuring 3D Objects
- EFIS upgrade (King EFS40/50)
- Garmin GNS 430 / GNS 530
- specific 3D software models, such as oil rigs

S623T

Features S623T

- Dual flight controls
- Pilot/Co-Pilot specific instrumentation
- Full autopilot capability with flight director and navigation coupling to VOR and GPS.
- IFR GPS to TSOC129 standard for IFR flight (choice of Trimble 2000 or Apollo GX Series)
- 150° x 40° or 270° x 65° (JAA requirement) external projected visuals
- AS355 twin engine cockpit configuration
- Easy maintenance
- Enclosed instructor station (JAA requirement)

Optional Features S623T

- several visual upgrades up to 270° x 65°
- customized specific Airport or area visuals software featuring 3D Objects
- EFIS upgrade (King EFS40/50)
- Garmin GNS 430 / GNS 530
- specific 3D software models, such as oil rigs

S623T

JAA APPROVED JAR-FSTD H

- Log 5 Hrs Basic training towards PPL (H)
- Log 5 Hrs Instrument training towards CPL (H) (Integrated)
- Log 20 Hrs Instrument training towards ATP (H) (Integrated)
- Log 5 Hrs Instrument training towards CPL (H) (Modular)
- Log 25 Hrs Instrument training towards IR-SE (H) (Modular)
- Log 30 Hrs Instrument training towards IR-ME (H) (Modular)
- Log 5 Hrs Experience towards FI (H)
- Log 5 Hrs Instructor training towards FI (H)
- Log 10 Hrs Instructor training towards IRI (H)

FAA APPROVED ADVANCED ATD

- Log 2.5 Hrs towards the PRIVATE
- Log 20 Hrs towards the INSTRUMENT
- Log 25 Hrs towards the ATPL
- Log 50 Hrs towards the COMMERCIAL
- Recent Flight Experience (maintain currency)
- Instrument Proficiency Check (partial)
- Instrument Practical Test (partial)

S623/ S623T & S723

CASA CAT B FSD2 & NZ CAA APPROVED

- 20 out of the 40 hours required for Instrument Rating
- Cross-country instrument flight
- All approaches including GPS non-precision approaches
- Recency (includes two out of the three hours per 90 days and all approaches)
- Also meets CASA require-ments for recency cred-its with-out requir-ing an instruc-tor to be present.

Avaliable aircraft models for the S623/ S623T & S723:

- Eurocopter AS350B single engine
- Eurocopter AS355F1 twin engine
- Functional Description S623 AATD / SFTD as PDF
- Functional Description S723 FNPT II as PDF
- Functional Description S623T AATD / SFTD as PDF
- Video Demonstration S623 AATD STFD
- Download Helicopter Flyer S623 AATD SFTD JAR-FCL credits overview rotary-wing

S623/ S623T & S723

Device	Pilots	DCL	CF	Cockpit	Enclosed IOS	Visuals	Aproved by
S623/ S723	2		x	X	X	X	•FAA •CASA •DGAC •JAA

S923 Fixed Wing

- 2 pilots
- Dynamic Control Loading
- Equipped with full size generic cockpit (King Air size)
- A fully enclosed instructor station is included

S923

Features of the S923

- Dual flight controls
- Pilot / Co-Pilot specific set of instruments
- Full autopilot capability with Flight director and navigation coupling to VOR & GPS. AP can be controlled by Pilot or Co-pilot.
- IFR GPS to TSOC129 standard for IFR flight.
- 120 degree external projected visuals with Pilot chin bubble view.
- Instrument Panel Technical Realization
- Simulated Instruments
- Dynamic Control Loading (DCL)
- Audio control Console / Intercom
- NAV/COM Receivers (Bendix/King KX 165 - 25)
- ADF (Bendix/King KR 87)
- DME (Bendix/King KN 62A)
- Transponder (Bendix/King KT 70)
- Autopilot KFC 150
- Apollo GPS GX50, GX55, GX60 and GX65 ***or***
- Trimble 2000 Approach Plus **or**
- Garmin GNS 430

Optional

- Arrow IV
- Baron 58
- Bonanza A36
- Cessna 172 RG
- Seneca III

S923

Instructor Station Features

- Two 17” TFT flat screens
- Keyboard / mouse
- Ink jet printer
- Emergency stop for control loading system
- Sounds
- Communication
- Standard atmosphere reset
- External power switches for cockpit, control loading and visual
- Freeze (total, position and fuel freeze)
- Reposition

Instructor access

- Initial position
- Meteo pages
- Control page
- Visual control
- Map page (displays airports and facilities for quick selection)
- Navigation database modification page
- Configuration page
- Malfunctions page

S923

JAR-FSTD A Acceptance

- The formal acceptance of the Bundesamt für Zivilluftfahrt (Federal Office for Civil Aviation),
- Switzerland, the German Luftfahrtbundesamt (LBA), the Slovenian CAA, the Austrian CAA,
- the Spanish CAA, the Norway CAA, the Nederlands CAA and the Bulgaria CAA have been
- achieved.

meets approval by following authorities

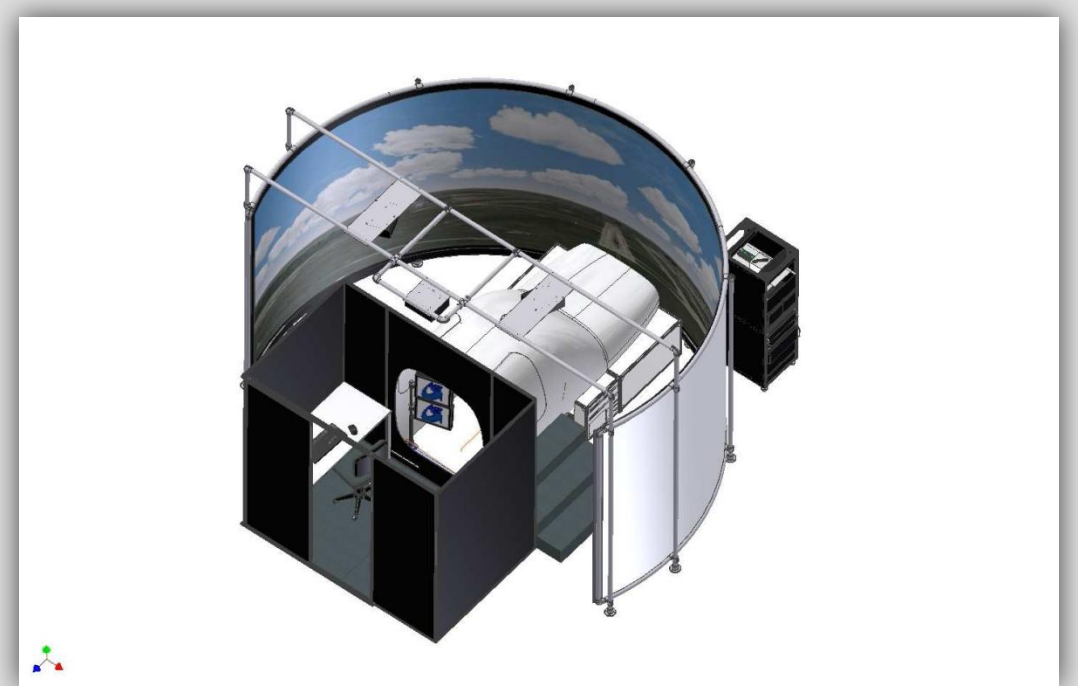
- JAA
- FAA
- CASA
- Indian DGAC

S923

Device	Pilots	DCL	CF	Cockpit	Enclosed IOS	Visuals	Aproved by
S923	2		x	X	X	X	•FAA •CASA •DGAC •JAA

CJ1 FTD

The interior of the cockpit will be populated with replicas of the CJ1 panels, controls and trims. These replicas will be indistinguishable from the actual Cessna equipment.



CJ1 FTD

The instructor station includes

- Dual 17” LCD touch screen monitors on articulating arms. The articulating arms allow the monitors to be repositioned to face forward, allowing control of the simulator from the pilots’ seats.
- A work surface and storage area
- An office chair
- A headset and communication panel

Components

- Control Loading System
- Secondary Controls

Citation Mustang FTD

The interior of the cockpit will be populated with replicas of the Citation Mustang panels, controls and trims. The Garmin 1000 system will be the actual aircraft equipment.

Citation Mustang FTD

The instructor station includes

- Dual 17” LCD touch screen monitors on articulating arms. The articulating arms allow the monitors to be repositioned to face forward, allowing control of the simulator from the pilots’ seats.
- A work surface and storage area
- An office chair
- A headset and communication panel

Components

- Control Loading System
- Secondary Controls

Mi-17 CPT

The CPT is used to train normal and emergency procedures and to demonstrate systems operation.

The flight controls include:

- A two-axis cyclic stick
- A collective stick with a throttle twist grip
- Rudder pedals

Cockpit instrumentation and control panels will be implemented as graphical representations on Touch Screen LCD displays arrayed in a manner similar to their placement in the actual cockpit.

Mi-17 CPT

Instructor Controls

The instructor controls are presented on the LCD in front of the right hand seat. All control is accomplished

through windows on this LCD and by activating the touch panel controls.

The Instructor can:

1. Set up helicopter on the ground or in flight
2. Set up main initialization parameters
3. Control internal and external parameters which have influence on the helicopter behavior in the enviroment
4. Change situation – according to selected scenário
5. Perform debriefing after training

Control Panel Window

The instructor's control panel window is the most important window. It serves for controlling the whole

simulation process. Before the training session begins, the instructor can set up mai initialization

parameters for simulation in this window.

The instructor can select from databases and training scenarios:

1. Scenario for running training
2. Set up helicopter position (heliport, flight phases, according to the scenario)
3. Selects required scenario
4. The instructor can start and stop simulation on this window
5. Upon completion of the training scenario, the instructor uses the control window to debrief the pilot

Mi-17 CPT

Training of the following tasks

1. Familiarizes with the helicopter cockpit
2. Training of the engine's start and stop procedures
3. Emergency flight and procedures training

Simulation emergency modes

1. Engines
2. Hydraulic and air system
3. Fuel and oil system
4. Electrical network of helicopter
5. Instruments panel

Mi-17 CPT

No.	Description of the feature	Compliance
1	Start-up procedure	YES
2	Stop procedure (turn-off)	YES
3	All operational regimes • idle • nominal • cruise	 YES YES YES
4	Engine emergency procedures: • During a flight • On ground	 YES YES

No.	Description of the feature	Compliance
1	Hydraulic system	YES
2	Air system	YES
3	Electrical system	YES
4	Fuel	YES
5	Oil system	YES

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