



SEP 18 2014

Mr. Mike Altman
CEO, Precision Flight Controls, Inc.
11340 White Rock Road, Suite 100
Rancho Cordova, CA 95742

Dear Mr. Altman:

The Federal Aviation Administration (FAA) last qualified and approved your airplane CAT I, II, and III devices as a Basic Aviation Training Device (BATD) on May 20, 2008 in accordance with Title 14 Code of Federal Regulations (14 CFR) section (§) 61.4(c). These training devices were found to meet the criteria for a BATD as described in FAA Advisory Circular AC 61-136.

Starting on January 1, 2015, the FAA requires all Letters of Authorization (LOA) to contain an expiration date to remain valid. The FAA issued the previous LOA for the CAT I, II, and III without an expiration date. Based on the previous approval and review of the qualification and approval guide, the FAA has determined that these devices continue to meet the current standards for approval. The Precision Flight Controls models CAT I, II, and III are authorized for use in satisfying the following sections of Title 14 of the Code of Federal Regulations parts 61 and 141:

**Precision Flight Controls Models CAT I, II, and III
Single and Multi-Engine Land
Basic Aviation Training Device (BATD)**

- § 61.51(b)(3)(iii) – Logbook entries;
- § 61.51 (h) – Logging training time;
- § 61.57(c)(3) – Instrument experience;
- § 61.65(i) – Instrument rating;
- § 61.109(k)(1) – Private Pilot Certificate Aeronautical experience: up to 2.5 hours;
and
- § 141.41(b) – Approved for use under the part 141 appendices as follows:
 - *Appendix B* – Up to 2.5 hours toward the total Private Pilot flight training time requirements; and
 - *Appendix C* – Within an FAA approved Instrument Rating course for not more than 10 hours.

Note: Any training or experience requirements such as cross country, night, solo, takeoffs and landings, or the 3 hours of training within 2 calendar months of the practical test must be accomplished in an aircraft. Private Pilot Airplane applicants must also complete the requirement for 3 hours of control and maneuvering of an

airplane solely by reference to instruments specified in §61.109 in an airplane. Additionally, practical tests cannot be conducted in a BATD.

This approval is contingent upon the following:

- (1) This aviation training device must continue to maintain its performance and function without degradation;
- (2) Only the configurations that are in the approved Qualification and Approval Guide are utilized during training;
- (3) A copy of this approval letter must be readily available in a location near the device when in use. Additionally, a copy of this authorization must be provided to the person using the above credits for pilot certification or ratings;
- (4) An authorized instructor must provide and certify the above instructional use;
- (5) Any changes or modifications to this device which have not been reviewed, evaluated, and approved by AFS-800 will terminate this letter of approval; and
- (6) The FAA reserves the right to revoke this authorization at any time if the Administrator determines that this training device is used contrary to FAA regulation or safety.

This approval is valid for sixty (60) calendar months from the date of this letter and supersedes any previous approvals for this training device. Renewal requests should be made prior to the expiration (90 days in advance) by letter to AFS-800 and the above contingencies (1) through (6) must remain valid. AFS-800 will conduct (at a minimum) a review of the QAG, to verify compliance with the current AC 61-136 for their approval and use, before a new Letter of Authorization (LOA) can be provided.

This authorization expires on 09/30/2019

Sincerely,

A handwritten signature in black ink, appearing to read "James Viola". The signature is written in a cursive style with a long horizontal flourish at the end.

James Viola
Manager, General Aviation and Commercial Division