



U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., SW
Washington DC 20591

JAN 26 2017

Mr. Mike Altman
CEO, Precision Flight Controls
2747 Mercantile Drive, STE 100
Rancho Cordova, CA 95742

Dear Mr. Altman:

The Federal Aviation Administration (FAA) last qualified and approved your airplane Precision Flight Controls model CR-12 and CR-12 ProPanel as an Advanced Aviation Training Device (AATD) on October 6, 2014 in accordance with Title 14, Code of Federal Regulations (14 CFR) section (§) 61.4(c).

On April 12, 2016 the FAA published new regulatory allowances [81 FR 21449] concerning credit in AATD's specific to the instrument rating experience requirements. Because the references in the new rule changed the FAA is providing this revised approval with corrected references. Based on the previous approval dated October 6, 2014 and review of the current qualification and approval guide, the FAA has determined that this device meets the current standards for approval. The Precision Flight Controls model CR-12 and CR-12 ProPanel is authorized for use in satisfying the following sections of Title 14 of the Code of Federal Regulations parts 61 and 141:

Precision Flight Controls Model CR-12 and CR-12 ProPanel
Single Engine and Multi Engine Land
Advanced Aviation Training Device (AATD)

- § 61.51(b)(3) – Logbook entries;
- § 61.51 (h) – Logging training time;
- § 61.57(c) – Instrument experience;
- § 61.57(d)(1)(ii) – 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 flight training time requirements;
 - *Appendix C* – Up to 40% toward the total Instrument flight training time requirements

- *Appendix D* – Up to 20% toward the total Commercial Pilot flight training time requirements;
- *Appendix E* – Up to 25% toward the total Airline Transport Pilot flight training time requirements;
- *Appendix F* – Up to 5% toward the total Flight Instructor flight training time requirements;
- *Appendix G* – Up to 5% toward the total Flight Instructor Instrument flight training time requirements;
- *Appendix I, Private Pilot Airplane Single Engine or Multiengine Class Rating Course* – Up to 3 hours toward the flight training time requirements;
- *Appendix I, Commercial Pilot Airplane Single Engine or Multiengine Class Rating Course* – Up to 11 hours toward the required flight training time requirements;
- *Appendix I, Airline Transport Pilot Airplane Multiengine Class Rating Course* – Up to 6.25 hours toward the flight training time; and
- *Appendix M, Combined Private Pilot Airplane Certification and Instrument Rating* – Up to 25% toward the total flight training time requirements

Note: Minimum training or experience requirements for cross country, night, solo, takeoffs and landings, and 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 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. Additionally, practical tests cannot be conducted in an AATD.

This approval is contingent upon the following conditions and limitations:

- 1) This ATD 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 configurations that are in the approved QAG are utilized;
- 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;
- 5) Any changes or modifications to this ATD which have not been individually reviewed, evaluated, and approved in writing by the General Aviation and Commercial Division (AFS-800) will terminate this LOA; and

- 6) The FAA reserves the right to withdraw this LOA at any time if the Administrator determines that this ATD 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 in writing to AFS-800 at least 90 days in advance of expiration. AFS-800 may require a review of the QAG, an on-site evaluation, and a verification of all the requirements as described in the current publication of Advisory Circular AC 61-136, *FAA Approval of Aviation Training Devices and Their Use for Training and Experience* before a new LOA can be issued.

This approval expires on January 31, 2022.

Sincerely,

JOSEPH V FAGAN JR Digitally signed by JOSEPH V FAGAN JR
Date: 2017.01.26 14:44:30 -05'00'

(for) James A. Viola
Manager, General Aviation and Commercial Division
Flight Standards Service