



February 8, 2017

Mr. Mike Altman, CEO  
Precision Flight Controls, Inc.  
2747 White Rock Road, Suite 100  
Rancho Cordova, CA 95742

Dear Mr. Altman:

The Federal Aviation Administration (FAA) last qualified and approved your airplane Precision Flight Controls, Inc. model DCX, DCX ProMotion, DCX MAX, and DCX MAX ProMotion 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).

Review of the revised Qualification and Approval Guide (QAG) dated January 27, 2017, and the functional evaluation conducted on January 27, 2016, validates the current standards and criteria for approval as provided in Advisory Circular (AC) 61-136A, *FAA Approval of Aviation Training Devices and Their Use for Training and Experience*. The Precision Flight Controls, Inc. model DCX MAX airplane AATD is authorized for use in satisfying the following sections of parts 61 and 141:

Precision Flight Controls, Inc. Model DCX MAX  
Single and Multiengine 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 all of the requirements as described in the current publication of Advisory Circular 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 February 28, 2022.

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

Sincerely,

**JOSEPH V FAGAN JR** Digitally signed by JOSEPH V FAGAN JR  
Date: 2017.02.08 11:52:56 -05'00'

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

Enclosure