



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

Dear Mr. Altman:

The Federal Aviation Administration (FAA) has qualified and approved your Precision Flight Controls, Inc. model GTX MAX Baron 58 as an Advanced Aviation Training Device (AATD) in accordance with Title 14 Code of Federal Regulations (14 CFR) section (§) 61.4(c).

Review of the Qualification and Approval Guide (QAG) dated January 31, 2017 and completion of the operational evaluation conducted on May 9, 2017 verified that the Precision Flight Controls, Inc. model GTX MAX Baron 58 meets the airplane AATD approval criteria 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 GTX MAX Baron 58 airplane AATD is approved for use in satisfying the following sections of Title 14 of the Code of Federal Regulations (14 CFR) parts 61 and 141:

Precision Flight Controls, Inc. Model GTX MAX Baron 58  
Airplane 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 14 CFR 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 Multiengine Class Rating Course* – Up to 3 hours toward the flight training time requirements;
- *Appendix I, Commercial Pilot Airplane 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 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. Additionally, no portion of the practical test can be conducted in an ATD.

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 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 AATD 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 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 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 AC 61-136, before a new LOA can be issued.

This approval expires on 05/31/2022.

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

Sincerely,

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

Enclosure