EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

600 S. Clyde Morris Blvd.
Daytona Beach, FL 32114-3900
904-226-6000, Fax: 904-226-6459

August 10th, 2026

Dear Sir or Madam,

The Department of Flight at Embry-Riddle Aeronautical University's (ERAU) Daytona Beach campus operates a Federal Aviation Administration (FAA) approved fleet of Flight Simulation and Training Devices (FSTDs). In addition to the FSTD fleet, ERAU operates seven FAA approved Frasca Advanced-Aviation Training Devices (AATDs) and two Redbird X-Wind Crosswind Landing Trainers. Letters of Approval for the AATD fleet are included for your review.

Our FSTD fleet has been in operation since the fall of 2003. All devices remain compliant to this day. The Daytona Beach fleet is presently under an extended interval program. Refer to the following table for further details.

FSTD_Fleet

FTD No	Model	Type	FAA No	Project No	Level	SOQ Date	SOQ Expiration Date
CRJ	CL-600-2B19	FTD	906	5777-001	6	6/23/2026	6/23/2027
CRJ2	CL-600-2B19	FFS	768	8487-5988	D	6/24/2026	6/24/2027
D1NXi	DA-42-VI	FTD	2112	15764-001	5	1/6/2026	1/6/2028
D2NXi	DA-42-VI	FTD	2113	15765-001	5	1/6/2026	1/6/2028
G1	CE-172-S	FTD	877	5782-001	6	6/16/2026	6/16/2029
G10	CE-172-S	FTD	2134	6934-001	6	6/18/2026	6/18/2029
G2	CE-172-S	FTD	871	5782-002	6	6/16/2026	6/16/2029
G3	CE-172-S	FTD	1001	7782-001	6	6/5/2026	6/5/2028
G4	CE-172-S	FTD	872	5784-002	6	6/5/2026	6/5/2028
G5	CE-172-S	FTD	875	5784-003	6	6/6/2026	6/6/2028
G6	CE-172-S	FTD	876	5784-004	6	6/6/2026	6/6/2028
G7	CE-172-S	FTD	873	5784-001	6	6/17/2026	6/17/2029
G8	CE-172-S	FTD	867	5782-003	6	6/17/2026	6/17/2029
G9	CE-172-S	FTD	2133	5782-004	6	6/18/2026	6/18/2029

Sincerely,

Raul Rumbaut

Manager, Advanced Flight Simulation Center

Embry-Riddle Aeronautical University.

THIS DOCUMENT IS THE LATEST REVISION AS OF 17Nov2017 - UNCONTROLLED ONCE PRINTED.

U.S. Department
of Transportation
Federal Aviation Administration

800 Independence Ave., SW
Washington DC 20591

NOV 13 2017

Jonathan Wisdom
Manager Aeronautical Engineering
Frasca International, Inc.
906 Airport Road
Urbana Illinois, 61802

Dear Mr. Wisdom:

The Federal Aviation Administration (FAA) last qualified and approved your airplane Frasca International, Inc. model Mentor as an Advanced Aviation Training Device (AATD) on March 11, 2015 in accordance with Title 14, Code of Federal Regulations (14 CFR) § 61.4(c).

Review of the revised Qualification and Approval Guide (QAG) version D dated October 16, 2017 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 Frasca International, Inc. model Mentor airplane AATD is approved for use in satisfying the following sections of parts 61 and 141:

Frasca International, Inc. Model Mentor
Airplane 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 training time requirements;
  - *Appendix C* – Up to 40% toward the total Instrument training time requirements;
  - *Appendix D* – Up to 20% toward the total Commercial Pilot training time requirements;

THIS DOCUMENT IS THE LATEST REVISION AS OF 17Nov2017 - UNCONTROLLED ONCE PRINTED.

- *Appendix E* – Up to 25% toward the total Airline Transport Pilot training time requirements;
- *Appendix F* – Up to 5% toward the total Flight Instructor training time requirements;
- *Appendix G* – Up to 5% toward the total Flight Instructor Instrument training time requirements;
- *Appendix I, Private Pilot adding Airplane Category and Single Engine or Multiengine Class Rating Course* – Up to 3 hours toward the total training time requirements;
- *Appendix I, Commercial Pilot adding Airplane Category and Single Engine or Multiengine Class Rating Course* – Up to 11 hours toward the total training time *requirements;*
- *Appendix I, Airline Transport Pilot adding Airplane Category and Single Engine or Multiengine Class Rating Course* – Up to 6.25 hours toward the total training time requirements; and
- *Appendix M, Combined Private Pilot Airplane Certification and Instrument Rating* – Up to 25% toward the total 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 or type specific training credit can be conducted in an AATD.

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 make/model and configurations that are in the approved QAG can be utilized. A copy of the FAA approved QAG detailing the approved makes, models, and configurations must be provided to the operator and be readily available when the AATD is in use;

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;

THIS DOCUMENT IS THE LATEST REVISION AS OF 17Nov2017 - UNCONTROLLED ONCE PRINTED.

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 functional evaluation, and verification of all 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 November 30, 2022.

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

Sincerely,

SHAWN M HAYES
Digitally signed by SHAWN M HAYES
Date: 2017.11.13 16:13:43 -05'00'

Shawn M. Hayes
Manager, Airman Training and Certification Branch
General Aviation and Commercial Division

Enclosure

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

Aviation Safety

800 Independence Ave., SW
Washington DC 20591

November 14, 2022

John Frasca
President
Frasca International, Inc.
906 Airport Road
Urbana, Illinois 61802-7375

Dear Mr. Frasca:

The Federal Aviation Administration (FAA) last qualified and approved your airplane Frasca International, Inc. model Mentor as an Advanced Aviation Training Device (AATD) on November 13, 2017, in accordance with Title 14 of the Code of Federal Regulations (14 CFR) § 61.4(c).

Review of the revised Qualification and Approval Guide (QAG) revision E dated September 20, 2022, validates the current standards and criteria for approval as provided in Advisory Circular (AC) 61-136, *FAA Approval of Aviation Training Devices and Their Use for Training and Experience*. The Frasca International, Inc. model Mentor airplane AATD is approved for use in satisfying the following sections of parts 61 and 141:

Frasca International, Inc. Model Mentor
Airplane 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) – 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 training time requirements;
  - *Appendix C* – Up to 40% toward the total Instrument training time requirements;
  - *Appendix D* – Up to 20% toward the total Commercial Pilot training time requirements;
  - *Appendix E* – Up to 25% toward the total Airline Transport Pilot training time requirements;

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

No portion of the practical test or type specific training credit can be conducted in an AATD. The flight portion of a flight review specified in § 61.56(a) cannot be accomplished in an AATD. Additionally, an instrument proficiency check (IPC) specified in § 61.57(c) cannot be completed in its entirety in an AATD (see Instrument Rating Airman Certification Standards FAA-S-ACS-8, as amended).

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 make/model and configurations that are in the approved QAG can be utilized. A copy of the FAA approved QAG detailing the approved makes, models, and configurations must be provided to the operator and be readily available when the AATD is in use;

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. Pilot time in an ATD may be logged as instruction received, instrument time, or total time only. See FAA airman application 8710-1;

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 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 The General Aviation and Commercial Division at least 90 days in advance of expiration. The General Aviation and Commercial Division may require a review of the QAG, an on-site functional evaluation, and verification of all the AATD requirements as described in FAA Order 8900.1 Volume 11, Chapter 10, Section 1, *Approval, Oversight, and Authorized Use Under 14 CFR Parts 61 and 141* before a new LOA is issued.

This approval expires on November 30, 2027.

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

Sincerely,

Everette C. Rochon, Jr.
Manager, Training and Certification Group
General Aviation and Commercial Division

Enclosure

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

Aviation Safety

800 Independence Ave., SW
Washington DC 20591

March 4, 2021

John Frasca, CEO
Frasca International, Inc.
906 East Airport Road
Urbana, IL 61802-7407

Dear Mr. Frasca:

The Federal Aviation Administration (FAA) last qualified and approved your airplane Frasca International, Inc. model Reconfigurable Training Device (RTD) as an Advanced Aviation Training Device (AATD) on June 22, 2020, in accordance with Title 14 of the Code of Federal Regulations (14 CFR) § 61.4(c).

Review of the revised Qualification and Approval Guide (QAG) version C dated October 28, 2020, validates the current standards and criteria for approval as provided in Advisory Circular (AC) 61-136, *FAA Approval of Aviation Training Devices and Their Use for Training and Experience*. The Frasca International, Inc. model Reconfigurable Training Device airplane AATD is approved for use in satisfying the following sections of parts 61 and 141:

Frasca International, Inc. Model Reconfigurable Training Device (RTD)
Airplane Single Engine 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) – 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 training time requirements;
  - *Appendix C* – Up to 40% toward the total Instrument training time requirements;
  - *Appendix D* – Up to 20% toward the total Commercial Pilot training time requirements;
  - *Appendix E* – Up to 25% toward the total Airline Transport Pilot training time requirements;

- *Appendix F* – Up to 5% toward the total Flight Instructor training time requirements;
- *Appendix G* – Up to 5% toward the total Flight Instructor Instrument training time requirements;
- *Appendix I, Private Pilot adding Airplane Category and Single Engine or Multiengine Class Rating Course* – Up to 3 hours toward the total training time requirements;
- *Appendix I*, *Commercial Pilot adding Airplane Category and Single Engine or Multiengine Class Rating Course* – Up to 11 hours toward the total training time requirements;
- *Appendix I, Airline Transport Pilot adding Airplane Category and Single Engine or Multiengine Class Rating Course* – Up to 6.25 hours toward the total training time requirements; and
- *Appendix M*, *Combined Private Pilot Airplane Certification and Instrument Rating* – Up to 25% toward the total 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 or type specific training credit can be conducted in an AATD.

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 make/model and configurations that are in the approved QAG can be utilized. A copy of the FAA approved QAG detailing the approved makes, models, and configurations must be provided to the operator and be readily available when the AATD is in use;

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. Pilot time in an ATD may be logged as instruction received, instrument time, or total time only. See FAA airman application 8710-1;

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 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 The General Aviation and Commercial Division at least 90 days in advance of expiration. The General Aviation and Commercial Division may require a review of the QAG, an on-site functional evaluation, and verification of all the AATD requirements as described in FAA Order 8900.1 Volume 11, Chapter 10, Section 1, *Approval, Oversight, and Authorized Use Under 14 CFR Parts 61 and 141* before a new LOA is issued.

This approval expires on 03/31/2026.

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

Sincerely,

Everette C. Rochon Jr.
Manager, Airman Training and Certification Branch
General Aviation and Commercial Division

Enclosure

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

Aviation Safety

800 Independence Ave., SW
Washington DC 20591

February 25, 2022

John Frasca
President
Frasca International, Inc.
906 Airport Road
Urbana, Illinois 61802-7375, USA

Dear Mr. Frasca:

The Federal Aviation Administration (FAA) last qualified and approved your airplane Frasca International, Inc. model TruFlite as an Advanced Aviation Training Device (AATD) on February 19, 2021, in accordance with Title 14 of the Code of Federal Regulations (14 CFR) § 61.4(c).

Review of the revised Qualification and Approval Guide (QAG) version M dated August 1, 2021, validates the current standards and criteria for approval as provided in Advisory Circular (AC) 61-136, *FAA Approval of Aviation Training Devices and Their Use for Training and Experience*. The Frasca International, Inc. model TruFlite airplane AATD is approved for use in satisfying the following sections of parts 61 and 141:

Frasca International, Inc. Model TruFlite
Airplane 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) – 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 training time requirements;
  - *Appendix C* – Up to 40% toward the total Instrument training time requirements;
  - *Appendix D* – Up to 20% toward the total Commercial Pilot training time requirements;
  - *Appendix E* – Up to 25% toward the total Airline Transport Pilot training time requirements;

- *Appendix F* – Up to 5% toward the total Flight Instructor training time requirements;
- *Appendix G* – Up to 5% toward the total Flight Instructor Instrument training time requirements;
- *Appendix I, Private Pilot adding Airplane Category and Single Engine or Multiengine Class Rating Course* – Up to 3 hours toward the total training time requirements;
- *Appendix I*, *Commercial Pilot adding Airplane Category and Single Engine or Multiengine Class Rating Course* – Up to 11 hours toward the total training time requirements;
- *Appendix I, Airline Transport Pilot adding Airplane Category and Single Engine or Multiengine Class Rating Course* – Up to 6.25 hours toward the total training time requirements; and
- *Appendix M*, *Combined Private Pilot Airplane Certification and Instrument Rating* – Up to 25% toward the total 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. No portion of the practical test or type specific training credit can be conducted in an AATD. Additionally, the flight portion of a flight review specified in § 61.56(a) cannot be accomplished in an AATD.

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 make/model and configurations that are in the approved QAG can be utilized. A copy of the FAA approved QAG detailing the approved makes, models, and configurations must be provided to the operator and be readily available when the AATD is in use;

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. Pilot time in an ATD may be logged as instruction received, instrument time, or total time only. See FAA airman application 8710-1;

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 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 The General Aviation and Commercial Division at least 90 days in advance of expiration. The General Aviation and Commercial Division may require a review of the QAG, an on-site functional evaluation, and verification of all the AATD requirements as described in FAA Order 8900.1 Volume 11, Chapter 10, Section 1, *Approval, Oversight, and Authorized Use Under 14 CFR Parts 61 and 141* before a new LOA is issued.

This approval expires on February 28, 2027

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

Sincerely,

Everette C. Rochon, Jr.
Manager, Training and Certification Group
General Aviation and Commercial Division

Enclosure

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

Aviation Safety

800 Independence Ave., SW
Washington DC 20591

September 29, 2023

Eduardo Schwencke
Head of FSTD Evaluations
ELITE Simulation Solutions
Im Schörli 1
8600 Dübendorf
Switzerland

Dear Mr. Schwencke:

The Federal Aviation Administration (FAA) last qualified and approved your airplane ELITE Simulation Solutions model PI-1000 as an Advanced Aviation Training Device (AATD) on September 27, 2018, in accordance with Title 14 of the Code of Federal Regulations (14 CFR) § 61.4(c).

Review of the revised Qualification and Approval Guide (QAG) version 3 dated September 20, 2018, validates the current standards and criteria for approval as provided in Advisory Circular (AC) 61-136, *FAA Approval of Aviation Training Devices and Their Use for Training and Experience*. The ELITE Simulation Solutions model PI-1000 airplane AATD is approved for use in satisfying the following sections of parts 61 and 141:

ELITE Simulation Solutions Model PI-1000
Airplane 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) – 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 training time requirements;
  - *Appendix C* – Up to 40% toward the total Instrument training time requirements;
  - *Appendix D* – Up to 20% toward the total Commercial Pilot training time requirements;

Expires 09/30/2028

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

No portion of the practical test or type specific training credit can be conducted in an AATD. The flight portion of a flight review specified in § 61.56(a) cannot be accomplished in an AATD. Additionally, an instrument proficiency check (IPC) specified in § 61.57(c) cannot be completed in its entirety in an AATD (see Instrument Rating Airman Certification Standards FAA-S-ACS-8, as amended).

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 make/model and configurations that are in the approved QAG can be utilized. A copy of the FAA approved QAG detailing the approved makes, models, and configurations must be provided to the operator and be readily available when the AATD is in use;

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. Pilot time in an ATD may be logged as instruction received, instrument time, or total time only. See FAA airman application 8710-1;

5) Any changes or modifications to this AATD which have not been individually reviewed, evaluated, and approved in writing by the Air Transportation Division 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 by the aviation training device manufacturer in writing to The Air Transportation Division at least 90 days in advance of expiration.
The Air Transportation Division may require a review of the QAG, an on-site functional evaluation, and verification of all the AATD requirements as described in FAA Order 8900.1 Volume 11, Chapter 10, Section 1, *Approval, Oversight, and Authorized Use Under 14 CFR Parts 61 and 141* before a new LOA is issued.

This approval expires on September 30, 2028.

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

Sincerely,

Andrew Seliga
Manager, Training and Simulation Branch
Air Transportation Division

Enclosure

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

Aviation Safety

800 Independence Ave., SW
Washington DC 20591

November 14, 2022

John Frasca
President
Frasca International, Inc.
906 Airport Road
Urbana, Illinois 61802-7375

Dear Mr. Frasca:

The Federal Aviation Administration (FAA) last qualified and approved your airplane Frasca International, Inc. model Mentor as an Advanced Aviation Training Device (AATD) on November 13, 2017, in accordance with Title 14 of the Code of Federal Regulations (14 CFR) § 61.4(c).

Review of the revised Qualification and Approval Guide (QAG) revision E dated September 20, 2022, validates the current standards and criteria for approval as provided in Advisory Circular (AC) 61-136, *FAA Approval of Aviation Training Devices and Their Use for Training and Experience*. The Frasca International, Inc. model Mentor airplane AATD is approved for use in satisfying the following sections of parts 61 and 141:

Frasca International, Inc. Model Mentor
Airplane 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) – 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 training time requirements;
  - *Appendix C* – Up to 40% toward the total Instrument training time requirements;
  - *Appendix D* – Up to 20% toward the total Commercial Pilot training time requirements;
  - *Appendix E* – Up to 25% toward the total Airline Transport Pilot training time requirements;

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

No portion of the practical test or type specific training credit can be conducted in an AATD. The flight portion of a flight review specified in § 61.56(a) cannot be accomplished in an AATD. Additionally, an instrument proficiency check (IPC) specified in § 61.57(c) cannot be completed in its entirety in an AATD (see Instrument Rating Airman Certification Standards FAA-S-ACS-8, as amended).

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 make/model and configurations that are in the approved QAG can be utilized. A copy of the FAA approved QAG detailing the approved makes, models, and configurations must be provided to the operator and be readily available when the AATD is in use;

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. Pilot time in an ATD may be logged as instruction received, instrument time, or total time only. See FAA airman application 8710-1;

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 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 The General Aviation and Commercial Division at least 90 days in advance of expiration. The General Aviation and Commercial Division may require a review of the QAG, an on-site functional evaluation, and verification of all the AATD requirements as described in FAA Order 8900.1 Volume 11, Chapter 10, Section 1, *Approval, Oversight, and Authorized Use Under 14 CFR Parts 61 and 141* before a new LOA is issued.

This approval expires on November 30, 2027.

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

Sincerely,

Everette C. Rochon, Jr.
Manager, Training and Certification Group
General Aviation and Commercial Division

Enclosure

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

Aviation Safety

800 Independence Ave., SW
Washington DC 20591

John Frasca
President, Frasca International, Inc.
906 Airport Road
Urbana, Illinois 61802-7375

Dear Mr. Frasca:

The Federal Aviation Administration (FAA) last qualified and approved your airplane Frasca International, Inc. model Reconfigurable Training Device (RTD) as an Advanced Aviation Training Device (AATD) on February 7, 2024, in accordance with Title 14 of the Code of Federal Regulations (14 CFR) § 61.4(c).

Review of the revised Qualification and Approval Guide (QAG) version E dated March 3, 2025, validates the current standards and criteria for approval as provided in Advisory Circular (AC) 61-136, *FAA Approval of Aviation Training Devices and Their Use for Training and Experience*. The Frasca International, Inc. model Reconfigurable Training Device (RTD) airplane AATD is approved and authorized for use in satisfying the following sections of parts 61 and 141:

Frasca International, Inc. Model Reconfigurable Training Device (RTD)
Airplane Single and Multiengine Land
Advanced Aviation Training Device (AATD)

- § 61.51(b)(3) – Logbook entries;
- § 61.51 (h) – Logging training time;
- § 61.57(c)(2) – Instrument experience;
- § 61.57(d)(1) – 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 training time requirements;
  - *Appendix C* – Up to 40% toward the total Instrument training time requirements;
  - *Appendix D* – Up to 20% toward the total Commercial Pilot training time requirements;
  - *Appendix E* – Up to 25% toward the total Airline Transport Pilot training time requirements;

Expires: 09/30/2030

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

No portion of the practical test or type specific training credit can be conducted in an AATD. The flight portion of a flight review specified in § 61.56(a) cannot be accomplished in an AATD. Additionally, an instrument proficiency check (IPC) specified in § 61.57(c) cannot be completed in its entirety in an AATD (see Instrument Rating Airman Certification Standards FAA-S-ACS-8, as amended).

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 make/model and configurations that are in the approved QAG can be utilized. A copy of the FAA approved QAG detailing the approved makes, models, and configurations must be provided to the operator and be readily available when the AATD is in use;

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. Pilot time in an ATD may be logged as instruction received, instrument time, or total time only. See FAA airman application 8710-1;

5) Any changes or modifications to this AATD which have not been individually reviewed, evaluated, and approved in writing by the Air Transportation Division 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 by the aviation training device manufacturer in writing to the Air Transportation Division at least 90 days in advance of expiration. The Air Transportation Division may require a review of the QAG, an on-site functional evaluation, and verification of all the requirements as described in FAA Order 8900.1 Volume 11, Chapter 10, Section 1, *Approval, Oversight, and Authorized Use Under 14 CFR Parts 61 and 141* before a new LOA is issued.

This approval expires on September 30, 2030.

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

Sincerely,

For

Daniel R. Kelman
Acting Manager, Air Transportation Division

Enclosure

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

Aviation Safety

800 Independence Ave., SW
Washington DC 20591

February 25, 2022

John Frasca
President
Frasca International, Inc.
906 Airport Road
Urbana, Illinois 61802-7375, USA

Dear Mr. Frasca:

The Federal Aviation Administration (FAA) last qualified and approved your airplane Frasca International, Inc. model TruFlite as an Advanced Aviation Training Device (AATD) on February 19, 2021, in accordance with Title 14 of the Code of Federal Regulations (14 CFR) § 61.4(c).

Review of the revised Qualification and Approval Guide (QAG) version M dated August 1, 2021, validates the current standards and criteria for approval as provided in Advisory Circular (AC) 61-136, *FAA Approval of Aviation Training Devices and Their Use for Training and Experience*. The Frasca International, Inc. model TruFlite airplane AATD is approved for use in satisfying the following sections of parts 61 and 141:

Frasca International, Inc. Model TruFlite
Airplane 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) – 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 training time requirements;
  - *Appendix C* – Up to 40% toward the total Instrument training time requirements;
  - *Appendix D* – Up to 20% toward the total Commercial Pilot training time requirements;
  - *Appendix E* – Up to 25% toward the total Airline Transport Pilot training time requirements;

- *Appendix F* – Up to 5% toward the total Flight Instructor training time requirements;
- *Appendix G* – Up to 5% toward the total Flight Instructor Instrument training time requirements;
- *Appendix I, Private Pilot adding Airplane Category and Single Engine or Multiengine Class Rating Course* – Up to 3 hours toward the total training time requirements;
- *Appendix I*, *Commercial Pilot adding Airplane Category and Single Engine or Multiengine Class Rating Course* – Up to 11 hours toward the total training time requirements;
- *Appendix I, Airline Transport Pilot adding Airplane Category and Single Engine or Multiengine Class Rating Course* – Up to 6.25 hours toward the total training time requirements; and
- *Appendix M*, *Combined Private Pilot Airplane Certification and Instrument Rating* – Up to 25% toward the total 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. No portion of the practical test or type specific training credit can be conducted in an AATD. Additionally, the flight portion of a flight review specified in § 61.56(a) cannot be accomplished in an AATD.

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 make/model and configurations that are in the approved QAG can be utilized. A copy of the FAA approved QAG detailing the approved makes, models, and configurations must be provided to the operator and be readily available when the AATD is in use;

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. Pilot time in an ATD may be logged as instruction received, instrument time, or total time only. See FAA airman application 8710-1;

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 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 The General Aviation and Commercial Division at least 90 days in advance of expiration. The General Aviation and Commercial Division may require a review of the QAG, an on-site functional evaluation, and verification of all the AATD requirements as described in FAA Order 8900.1 Volume 11, Chapter 10, Section 1, *Approval, Oversight, and Authorized Use Under 14 CFR Parts 61 and 141* before a new LOA is issued.

This approval expires on February 28, 2027

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

Sincerely,

Everette C. Rochon, Jr.
Manager, Training and Certification Group
General Aviation and Commercial Division

Enclosure