



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

800 Independence Ave., SW
Washington DC 20591

OCT 06 2014

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

Dear Mr. Altman:

The Federal Aviation Administration (FAA) last qualified and approved your airplane CR-12 and CR-12 ProPanel device as an Advanced Aviation Training Device (AATD) on May 11, 2012 in accordance with Title 14 Code of Federal Regulations (14 CFR) section (§) 61.4(c). This training device was found to meet the criteria for an AATD as described in the current FAA Advisory Circular AC 61-136.

Starting on January 1, 2015, the FAA requires all Letters of Authorization (LOA) to contain an expiration date and corrected rule references to remain valid. Based on the previous approval 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)(2) – Instrument experience;
- § 61.57(c)(4)(iii) – Instrument experience;
- § 61.57(c)(5)(ii) – Instrument experience;
- § 61.57(d)(1)(ii) – Instrument proficiency check, per the Instrument PTS;
- § 61.65(i) – Instrument rating;
- § 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)(3)(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* – As allowed under 4(b)(5) 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 Certification and Instrument Rating* – Up to 25% toward the total flight training time requirements

Note: 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 an AATD.

Exemption Notice: This device qualifies for the exemption from 14 CFR section 61.65(i) and part 141 Appendix C under the terms and conditions described in the FAA Notice of Policy Change for the Use of FAA Approved Training Devices in the Federal Register (Docket No.: FAA-2013-0809). This exemption allows pilots applying for an instrument rating to credit up to 20 hours of time obtained in this device toward the aeronautical experience requirements in § 61.65(d)(2). In addition, this exemption allows training providers with a training course outline approved under part 141 Appendix C, to continue to train under that program with up to a 40% credit of the training time requirement obtained in this device. This exemption will expire as noted in the Federal Register policy notice.

This approval is contingent upon the following:

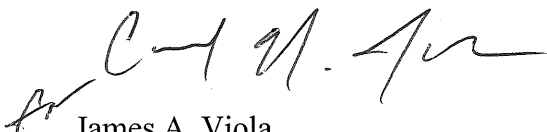
- 1) This aviation training device must continue to maintain its performance and function without degradation. The minimum instrument requirements specified under 14 CFR part 91, § 91.205 for day visual flights rules (VFR) and instrument flight rules (IFR) must be functional during the training session;

- 2) Only the configurations that are in the FAA approved Qualification and Approval Guide are utilized during training;
- 3) A copy of this authorization and 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 aviation training 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 10/31/2019

Sincerely,



James A. Viola
Manager, General Aviation and Commercial Division