

## Logging Time on ELITE Aviation Training Devices

Maximum FAA credits allowed for BATD:

- 2.5 hours toward Private Rating
- 10 hours toward Instrument Rating
- Recency of Flight Experience for Instrument (\*see requirements)

Maximum FAA credits allowed for AATD (part 61):

- 2.5 hours toward Private Rating
- 20 hours toward Instrument Rating
- 50 hours toward Commercial Pilot Certificate
- 25 hours toward Airline Transport Pilot Certificate
- Instrument Rating Practical Test (circling-to-land not authorized)
- IPC, Instrument Proficiency Check (circling-to-land not authorized)
- Recency of Flight Experience for Instrument (\*see requirements)
- Commercial Practical Test
- Airline Transport Pilot Practical Test

### FAQs

Does the time spent in an AATD count toward Total Time?

No, AATD time does not count toward total flight time or “total duration,” or for category and class in your logbook (such as ASEL, AMEL). A column should be added for ATD in your logbook to record the time under.

\*Note: You should write if the ATD time is being logged toward a particular Certificate, Rating, or for currency. You should also record number of “Approaches Flown” and add to your “Simulated Instrument” column as appropriate.

Can you log the time on the trainer as dual received?

Yes, but do not log it as PIC or dual given (for CFI/I)

Does an instructor need to be present when using the trainer for Recency of Flight Experience such as maintaining instrument experience.

Yes an authorized instructor must be present. See 61.51(g)(4). See October 2009 revision below, and August 6, 2010 letter addressed to Terrence K. Keller, Jr.

Does the instructor need to be a CFII to log ATD time in my logbook?

CFI be used for logging approaches for currency (not IPC) for an instrument rated pilot.

References:

### **Authorized Uses of ATDs 14 CFR Parts 61 and 141 effective August 2, 2010**

11-492 ATD AUTHORIZED USES. ATDs may be authorized for use for certain flight training activities in accordance with parts 61 and 141. For comparison purposes, a BATD has the same authorized use as a PCATD, with one exception. A BATD may also be used to satisfy the instrument experience requirements under § 61.57(c)(1). An AATD has the same authorized use as a Level 3 FTD (see subparagraphs D1 and 2 below).

A. Part 61 Pilot Training Authorization. For pilot training conducted solely under part 61, the authorized use for a specific model of ATD will be found in the authorized use statement of the AFS-800 approval letter. FSDOs are not required to authorize an ATD for pilot training conducted solely under part 61. However, a FSDO may conduct an inspection of any BATD or AATD used for pilot training within its geographical area.

B. Part 141 Pilot Training Authorization. For pilot training conducted under part 141, the respective FSDO must approve how the ATD is to be used in a part 141 operator's training curriculum. This approval also includes the physical training environment.

C. Prohibition of Aircraft Type Specific Training. An ATD may not be authorized for aircraft type specific training. However, this should not be confused with procedural/partial task type of training where an ATD may be used for such. For example, an ATD may be used to train certain procedural/partial tasks that are not aircraft type specific, instead of training those tasks in an aircraft type specific Level D flight simulator (SIM). This supplemental use of an ATD should provide for a more efficient and effective use of both the ATD and SIM.

D. Specific ATD Authorized Uses. The following are the authorized uses for a BATD or an AATD.

1) BATD.

- Not more than 10 hours toward instrument rating flight instruction time under § 61.65(e)(2);
- Not more than 10 hours toward instrument rating flight instruction time under part 141 appendix C;
- Use in performing instrument recency of experience requirements of § 61.57(c)(1);
- Not more than 2.5 hours of training permitted under § 61.109(k)(1) in the introduction to the operation of flight instruments, except as limited by part 141 appendices; and
- The flight experience allowance for the use of a BATD and the flight experience allowance for an AATD, a FTD, or a SIM towards obtaining an instrument rating may be combined. However, that combination may not exceed that allowed under § 61.65 (20 hours maximum) and may not exceed that allowed under part 141 appendix C, paragraph 4(b)(4) (50 percent maximum) of the required training.

NOTE: For comparison purposes only, a BATD has the same authorized use as a PCATD with one exception. A BATD may also be used to satisfy the instrument experience requirements under § 61.57(c)(1).

2) AATD.

- Logging instrument flight experience;
- Instrument rating (maximum 20 hours);
- Instrument rating practical test (per FAA-S-8081-4 (circling-to-land not authorized));
- Instrument proficiency check (per FAA-S-8081-4 (circling-to-land not authorized));
- Private pilot certificate (maximum 2.5 hours);
- Commercial pilot certificate (maximum 50 hours);
- Commercial pilot practical test (per FAA-S-8081-12);
- Airline transport pilot certificate (maximum 25 hours);

- Airline transport pilot practical test (per FAA-S-8081-5); and
- Part 141 as limited by the applicable appendices, or under a special curriculum approved under part 141, § 141.57.

NOTE: The flight experience allowance for the use of an AATD and the flight experience allowance for an FTD or a SIM towards obtaining an instrument rating may be combined. However, that combination may not exceed that allowed under § 61.65 (20 hours maximum) and may not exceed that allowed under part 141 appendix C, paragraph 4(b)(4) (50 percent maximum) of the required training.

NOTE: For comparison purposes only, an AATD has the same authorized use as a Level 3 FTD.

\*Recency of Flight Experience Requirements for Aviation Training Devices (ATD):  
**FAR Part 61 Section 61.57 effective as of 11/15/2013**

(c) Instrument experience. Except as provided in paragraph (e) of this section, a person may act as pilot in command under IFR or weather conditions less than the minimums prescribed for VFR only if:

[Jump to section regarding Aviation Training Devices]

(3) Use of an aviation training device for maintaining instrument experience. Within the **2 calendar months** preceding the month of the flight, that person performed and logged at least the following tasks, iterations, and time in an aviation training device and has performed the following--

- (i) Three hours of instrument experience.
- (ii) Holding procedures and tasks.
- (iii) Six instrument approaches.
- (iv) Two unusual attitude recoveries while in a descending, Vne airspeed condition and two unusual attitude recoveries while in an ascending, stall speed condition.
- (v) Interception and tracking courses through the use of navigational electronic systems.

(4) Combination of completing instrument experience in an aircraft and a flight simulator, flight training device, and aviation training device. A person who elects to complete the instrument experience with a combination of an aircraft, flight simulator or flight training device, and aviation training device must have performed and logged the following within the 6 calendar months preceding the month of the flight--

(i) Instrument experience in an airplane, powered-lift, helicopter, or airship, as appropriate, for the instrument rating privileges to be maintained, performed in actual weather conditions, or under simulated weather conditions while using a view-limiting device, on the following instrument currency tasks:

- (A) Instrument approaches.
- (B) Holding procedures and tasks.
- (C) Interception and tracking courses through the use of navigational electronic systems.

(ii) Instrument experience in a flight simulator or flight training device that represents the category of aircraft for the instrument rating privileges to be maintained and involves performing at least the following tasks--

- (A) Instrument approaches.
- (B) Holding procedures and tasks.
- (C) Interception and tracking courses through the use of navigational electronic systems.

(iii) Instrument experience in an aviation training device that represents the category of aircraft for the instrument rating privileges to be maintained and involves performing at least the following tasks--

- (A) Six instrument approaches.
- (B) Holding procedures and tasks.
- (C) Interception and tracking courses through the use of navigational electronic systems.

(5) Combination of completing instrument experience in a flight simulator or flight training device, and an aviation training device. A person who elects to complete the instrument experience with a combination of a flight simulator, flight training device, and aviation training device must have performed the following within the 6 calendar months preceding the month of the flight--

(i) Instrument recency experience in a flight simulator or flight training device that represents the category of aircraft for the instrument rating privileges to be maintained and involves having performed the following tasks:

- (A) Six instrument approaches.
- (B) Holding procedures and tasks.
- (C) Interception and tracking courses through the use of navigational electronic systems.

(ii) Three hours of instrument experience in an aviation training device that represents the category of aircraft for the instrument rating privileges to be maintained and involves performing at least the following tasks--

- (A) Six instrument approaches.
- (B) Holding procedures and tasks.
- (C) Interception and tracking courses through the use of navigational electronic systems.
- (D) Two unusual attitude recoveries while in a descending, Vne airspeed condition and two unusual attitude recoveries while in an ascending, stall speed condition.

Regarding requirement of an authorized instructor at the ATD for IFR currency:

October 2009 revision to final rule in federal register:

This final rule amends Sec. 61.51(g)(4) to allow logging of instrument time in a flight simulator (FS), flight training device (FTD), or aviation training device (ATD) conforming to existing regulation or policy. An authorized instructor (See Sec. 61.1(b)(2)) must be present in the FS, FTD, or ATD when instrument training time is logged for training and aeronautical experience for meeting the requirements for a certificate, rating, or flight review (See Sec. 61.51(a)). The

instructor must sign the person's logbook verifying training time and session content. Examples of situations in which an authorized instructor will be considered present would be where an authorized instructor is seated at a center control panel in a flight simulation lab and is monitoring each student's performance from control panel display. Another example would be a situation where an instructor assigns a student several instrument tasks and then leaves the room. In such cases, if the flight training device has a monitoring and tracking system that allows the authorized instructor to review the entire training session, the instructor need not be physically present. Another example would be a situation where one authorized instructor monitors several students simultaneously in the same room at a flight simulation lab.

Excerpt from letter to Terrence K. Keller, Jr.

This responds to your request for a legal interpretation clarifying whether a flight instructor must observe an individual using a flight training device or flight simulator to maintain instrument recency experience under 14 C.F.R. §61.51(g)(4)... The preamble language you quote states, "a person who is instrument current or is within the second 6-calendar month period ... need not have a flight instructor or ground instructor present when accomplishing the approaches, holding, and course intercepting/tracking tasks of §61.57 (c )(1)(i), (ii), and (iii) in an approved flight training device or flight simulator." ...Preambles to final rules serve two purposes; they explain the reasons for adopting the new rule, including responses to public comments, and they provide interpretive guidance on operation of the rule. However, when the rule and the preamble conflict, the rule controls. Accordingly, the regulatory text of §61.51(g)(4) is clear that in order to log the time an instructor must be present to observe an individual using a flight training device or flight simulator to maintain instrument recency experience. We acknowledge that the preamble language indicates some intent to change the rule. For that reason, this issue has been forwarded to the Flight Standards Service.

<https://bruceair.wordpress.com/tag/ifr-currency/>

[http://www.faa.gov/documentLibrary/media/Advisory\\_Circular/AC\\_61-136A.pdf](http://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_61-136A.pdf)  
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