



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

800 Independence Ave., SW.
Washington, DC 20591

SEP 25 2014

John Dixon
President and CEO
Elite Simulation Solutions
5700 Dot Com Court, Suite 1010
Oviedo, FL 32765

Dear Mr. Dixon:

The Federal Aviation Administration (FAA) last qualified and approved your airplane Model PI-61, 61A, and 91 devices as Personal Computer Aviation Training Devices (PCATD) on February 25, 2010 in accordance with Title 14 Code of Federal Regulations (14 CFR) section (§) 61.4(c). These training devices were found to meet the criteria for a PCATD as described in FAA Advisory Circular AC 61-126.

Starting on January 1, 2015, the FAA requires all Letters of Authorization (LOA) to contain an expiration date to remain valid. The FAA issued the previous LOA for the Model PI-61, 61A, and 91 without an expiration date. Based on the previous approval and review of the qualification and approval guide, the FAA has determined that these devices meet the current standard for approval. The Elite models PI-61, 61A, and 91 are authorized for use as a BATD in satisfying the following sections of Title 14 of the Code of Federal Regulations parts 61 and 141:

**Elite Models PI-61, 61A, and 91
Single and Multi-Engine Land
Basic Aviation Training Device (BATD)**

- § 61.51(b)(3)(iii) – Logbook entries;
- § 61.51 (h) – Logging training time;
- § 61.57(c)(3) – Instrument experience;
- § 61.65(i) – Instrument rating;
- § 61.109(k)(1) – Private Pilot Certificate Aeronautical experience: up to 2.5 hours;
and
- § 141.41(b) – Approved for use under the part 141 appendices as follows:
 - *Appendix B* – Up to 2.5 hours toward the total Private Pilot flight training time requirements; and
 - *Appendix C* – Within an FAA approved Instrument Rating course for not more than 10 hours.

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 a BATD.

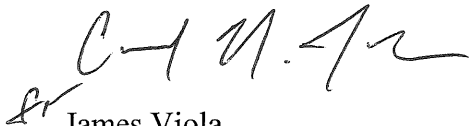
This approval is contingent upon the following:

- (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 approved Qualification and Approval Guide are utilized during training;
- (3) A copy of this 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 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) 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 09/30/2019

Sincerely,



James Viola
Manager, General Aviation and Commercial Division