



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

Flight Standards District Office  
3196 Kraft Avenue SE, Suite 103  
Grand Rapids, Michigan 49512-2065  
(616) 954-6657, Fax: (616) 940-3140

JUN 12 2007

Mr. Thomas Grossman  
Western Michigan University  
College of Aviation  
237 North Helmer Road  
Battle Creek, MI 49015

Dear Mr. Grossman:

After an evaluation of your Aerosim Technologies, Inc. "Aviator" Advanced Aviation Training Device (A-ATD) with the Cirrus design SR22 configuration by representatives of the Administrator, the Federal Aviation Administration (FAA) has determined that Aerosim "Aviator", Cirrus SR22, Serial Number 070119-01 contains sufficient features to permit its use under Title 14 of the Code of Federal Regulations (14 CFR) part 61 and/or 141 as follows:

In accordance with Title 14 CFR part 61.4(a) may only be used in accordance with the following Sections of Title 14 Code of Federal Regulations:

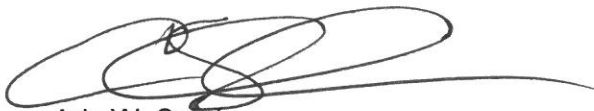
- a. Section 61.51(b)(3), Logged Flight Experience.
- b. Section 61.57(c)(1), Instrument Experience .
- c. Section 61.57(d)(1)(ii), Instrument Proficiency Check, per FAA-S-8081-4 (latest version).
- d. Section 61.65(e)(2), Instrument Rating, Maximum 20 Hours.
- e. Section 61.65(a)(8), Instrument Rating, Practical Test, as allowed under FAA-S-8081-4 (latest version).
- f. Section 61.109(k)(1), Private Pilot Certificate, Maximum 2.5 Hours.
- g. Section 61.129(i)(1)(i), Commercial Certificate, Maximum 50 Hours.
- h. Section 61.159(a)(3)(i), Airline Transport Pilot Certificate, Maximum 25 Hours.
- i. Section 141.41(b), Approved for use as limited by part 141 appendices.
- j. Section 141.57, Approved for use to the extent as allowed within FAA-approved special training curricula.

THIS AUTHORIZATION IS CONTINGENT UPON:

The FAA's periodic evaluation of the device to ensure that its ability to perform the above listed tasks has not deteriorated; and the authorization for use of this device, as stated above, is valid until modified or rescinded by the FAA and provided that an annual report regarding its status and continued use is submitted to the jurisdictional Flight Standards District Office.

If you have any questions concerning this matter, please call Inspector William Naymick, Monday through Friday, 7:30 a.m. to 4:00 p.m. at (616) 974-2513.

Sincerely,

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

Aris W. Scarla  
Manager



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In accordance with Title 14 CFR part 61.4(a) may only be used in accordance with the following Sections of Title 14 Code of Federal Regulations:

- a. Section 61.51(b)(3), Logged Flight Experience.
- b. Section 61.57(c)(1), Instrument Experience .
- c. Section 61.57(d)(1)(ii), Instrument Proficiency Check, per FAA-S-8081-4 (latest version).
- d. Section 61.65(e)(2), Instrument Rating, Maximum 20 Hours.
- e. Section 61.65(a)(8), Instrument Rating, Practical Test, as allowed under FAA-S-8081-4 (latest version).
- f. Section 61.109(k)(1), Private Pilot Certificate, Maximum 2.5 Hours.
- g. Section 61.129(i)(1)(i), Commercial Certificate, Maximum 50 Hours.
- h. Section 61.159(a)(3)(i), Airline Transport Pilot Certificate, Maximum 25 Hours.
- i. Section 141.41(b), Approved for use as limited by part 141 appendices.
- j. Section 141.57, Approved for use to the extent as allowed within FAA-approved special training curricula.

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Aris W. Scarla  
Manager



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**Federal Aviation  
Administration**

800 Independence Ave., SW.  
Washington, DC 20591

APR 29 2010

Jon Roloff  
Simulator Engineer  
Aerosim Technologies, Inc.  
351 Cliff Road East  
Burnsville, MN USA 55337

Dear Mr. Roloff:

This is in response to your request for an updated Federal Aviation Administration (FAA) Letter of Approval for the the Aerosim Technologies, Inc (Aerosim) Aviator 100 model Advanced Aviation Training Device (AATD). In particular you are requesting that the FAA update the LOA to reflect the recent changes in Title 14 of the Code of Federal Regulations parts 61 and 141 and the attendant changes in the FAA policy guidance. To that end, this device is authorized for use in satisfying Tasks/Maneuvers, and Procedures under the following sections of Title 14 Code of Federal Regulations parts 61 and 141:

**Aerosim Aviator 100 AATD  
SR22 (01) and C172R (02) Configurations**

- § 61.51(b)(3) & (h) - Logged Flight Experience;
- § 61.57(c)(2) - Recent Flight Experience: Instrument;
- § 61.57(c)(4)(ii) - Recent Flight Experience: Instrument;
- § 61.57(c)(5)(i) - Recent Flight Experience: Instrument;
- § 61.57(d) - Recent Flight Experience: Instrument proficiency check required and permitted tasks in accordance with the Instrument Rating Practical Test Standards (FAA-S-8081-4 latest version);
- § 61.65(g)(2) - Instrument Rating: Not more than 20 hours;
- § 61.65(a)(8)(2) - Instrument Rating Practical Test: Tasks as required and permitted by FAA-S-8081-4 latest version;
- § 61.109(k)(1) - Private Pilot Certificate: Not more than 2.5 hours;
- § 61.129(i)(1)(i) - Commercial Certificate: Not more than 50 hours;
- § 61.159(a)(3)(i) - Airline Transport Pilot Certificate: Not more than 25 hours;
- § 141.41(b) - As allowed within the FAA-approved Part 141 appendix training course;
- § 141.55(d) & (e) - As allowed within the FAA-approved Part 141 reduced hours training course; and
- § 141.57 - As allowed within the FAA-approved Part 141 special training curricula.

This approval is contingent upon the following:

- (1) This device, when in use, continues to maintain its performance, function, and other characteristics to ensure its ability to adequately perform the listed tasks/maneuvers or procedures authorized has not deteriorated;

- (2) The jurisdictional Flight Standards District Office's receipt of annual reports regarding the status and continued use of the device from the operator;
- (3) A copy of this authorization and approval must be posted in a location near the device when in use so as to be readily available to the users when operated as authorized;
- (4) An authorized instructor must certify the above instructional use;
- (5) Any changes or modifications to these devices which have not been reviewed, evaluated, and approved by FAA's General Aviation and Commercial Division (AFS-800) will cause FAA's approval to become null and void; and,
- (6) This authorization is valid until modified or rescinded by AFS-800.

~~Original~~ Sincerely Signed By  
**Melvin O. Cintron**

Melvin O. Cintron  
Manager, General Aviation and Commercial Division



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June 03, 2010

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Western Michigan University  
College of Aviation  
237 North Helmer Road  
Battle Creek, MI 49015

Dear Mr. Grossman:

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This revised Letter of Authorization is issued to reflect the succeeding regulatory amendments at 14 CFR parts 61 and 141:

- a. section 61.51(b)(3) & (h) - Logged Flight Experience
- b. section 61.57(c)(2) - Recent Flight Experience: instrument
- c. section 61.57(c)(4)(ii) - Recent Flight Experience: instrument
- d. section 61.57(c)(5)(i) - Recent Flight Experience: instrument
- e. section 61.57(d) - Recent Flight Experience: instrument proficiency check required and permitted tasks in accordance with the instrument rating practical test standards (FAA-S-8081-4 latest version)
- f. section 61.65(g)(2) - Instrument Rating: not more than 20 hours
- g. section 61.65(a)(8)(2) - Instrument Rating Practical Test: tasks as required and permitted by FAA-S-8081-4 latest version
- h. section 61.109(k)(l) - Private Pilot Certificate: not more than 2.5 hours

- i. section 61.129(i)(1)(i) - Commercial Certificate: not more than 50 hours
- j. section 61.159(a)(3)(i) - Airline Transport Pilot Certificate: not more than 25 hours
- k. section 141.41(b) - As allowed within the FAA-approved part 141 training course
- l. §141.55(d) & (e) - As allowed within the FAA-approved Part 141 reduced hours training course
- m. section 141.57 - As allowed within the FAA-approved part 141 special training curricula.

This authorization is contingent upon the following:

1. These devices, when in use, continue to maintain their performance, function, and other characteristics to ensure its ability to adequately perform the listed tasks/maneuvers or procedures authorized have not deteriorated;
2. The jurisdictional Flight Standards District Office's (FSDO) receipt of annual reports regarding tile status and continued use of these devices from the operator;
3. A copy of this authorization and approval must be posted in a location near these devices when in use so as to be readily available to the users when operated as authorized;
4. An authorized instructor must certify the use of these devices when the experience logged is used towards obtaining a pilot certificate or rating or for the conduct of portions of an instrument proficiency check; and
5. This authorization is valid until modifies or rescinded by the Federal Aviation Administration.

Sincerely,



Amanda J. Theisen  
Principal Operations Inspector





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**Federal Aviation  
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- e. section 61.57(d) - Recent Flight Experience: instrument proficiency check required and permitted tasks in accordance with the Instrument Rating Practical Test Standards (FAA-S-8081-4 latest version)
- f. section 61.65(g)(2) - Instrument Rating: not more than 20 hours
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Sincerely,

  
Amanda J. Theisen  
Principal Operations Inspector