



MAR 11 2010

Mr. John Frasca  
Frasca International, Inc.  
906 East Airport Road  
Urbana, Illinois 61802-7407

Dear Mr. Frasca:

This letter of authorization (LOA) supersedes the letter dated February 9, 2005 (enclosed) and revises the authorized use of Frasca International, Inc. (Frasca) Models 131, 141, and 241 (single engine airplane) and Models 132, 142, 242, and 242T (multiengine airplane) flight training devices (FTDs). These FTDs were granted "conferred status" and qualified as Level 1 FTDs by the National Simulator Program Manager in accordance with Advisory Circular (AC) No. 120-45A, Airplane Flight Training Device Qualification.

This revised LOA is issued to reflect succeeding regulatory amendments to Title 14 of the Code of Federal Regulations (14 CFR) parts 61 and 141. As "conferred status" Level 1 FTDs, these devices are authorized for the same use in satisfying Tasks/Maneuvers, and Procedures under the following sections of 14 CFR parts 61 and 141 as that allowed for a Level 3 FTD:

**Frasca  
Models 131, 132 141, 142, 241, 242, and 242T**

- § 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 training course
- § 141.55(d) & (e) - As allowed within the FAA-approved Part 141 reduced hours training course
- § 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 the 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;
- (5) Use of these devices in a 14 CFR part 141 pilot school training course must be approved by the jurisdictional FSDO.
- (6) Any changes or modifications to these devices which have not been reviewed, evaluated, and approved by AFS-800 will cause FAA's approval to become null and void; and,
- (7) This authorization is valid until modified or rescinded by AFS-800.

A copy of this letter is retained in our files.

Sincerely,



Melvin O. Cintron  
Manager, General Aviation and Commercial Division

enclosure



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

800 Independence Ave., SW.  
Washington, DC 20591

FEB 9 2005

Mr. John Frasca  
Frasca International, Inc.  
906 East Airport Road  
Urbana, Illinois 61802-7407

Dear Mr. Frasca:

This letter supersedes the letter dated October 27, 2004, concerning the authorized use of Frasca airplane training device models granted by the Federal Aviation Administration (FAA) under Title 14 Code Of Federal Regulations (14 CFR) parts 61 and 141.

Further, this letter is to confirm the continued authorized use of Frasca Model 131,141, and 241 (single engine) and Model 132,142, 242, and 242T (multiengine) training devices initially granted conferred status as training devices under Advisory Circular (AC) NO. 120-45A, Airplane Flight Training Device Qualification, issued February 5, 1992, and since designated as Level 1 flight training devices (FTD) by the Manager, National Simulator Program, AFS-205, Atlanta Georgia. This letter of authorization (LOA) is issued to reflect succeeding regulatory amendments to 14 CFR parts 61 and 141 as now specified in section 61.4(b), section 141.41(b), and the applicable part 141 Appendixes.

Accordingly, the Frasca Model FTDs may be used to provide,

- 1) For the six instrument approaches, holding procedures, intercepting and tracking courses through the use of navigation systems under 14 CFR section 61.57(c)(1);
- 2) For a portion of an instrument proficiency check specified under 14 CFR section 61.57(d)(1)(i), and per the "Rating Task Table" section found in the most recent version of the Instrument Rating Practical Test (FAA-S-8081-4);
- 3) For a maximum of 20 hours of instrument instruction under 14 CFR part 61, section 61.65(e)(2);
- 4) For one precision and one non-precision instrument approach under section 61.65(a)(8)(ii); and,
- 5) For a maximum of 50 hours towards a commercial pilot certificate under 14 CFR section 61.129(a)(1)(i).

Additionally, these Frasca Model FTDs may be used under 14 CFR part 141, section 141.41(b), and Appendixes as applicable, to provide where authorized, instruction in a course of training for airplanes.

Therefore, in accordance with the above, this LOA is contingent upon the FAA's periodic evaluation of these Frasca Model FTDs and their authorized use in accordance with the following conditions and limitations:

- 1) These Frasca Model airplane FTDs must continue to function as when initially authorized for use under 14 CFR parts 61 and 141;
- 2) Flight instruction authorized in these FTDs must be given by an authorized flight instructor; and
- 3) This LOA must be attached to the identified superseded letter and will remain in effect until rescinded by FAA.

Sincerely,



Michael W. Brown  
Manager, Certification and Flight Training Branch

cc:  
AFS-800  
AFS-840  
Manager, Flight Standards District Office, AGL-200  
Attn: Douglas Jackson, Kansas City MO FSDO



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

800 Independence Ave., SW.  
Washington, DC 20591

OCT 27 2004

Mr. John Frasca  
Frasca International, Inc.  
906 East Airport Road  
Urbana, Illinois 61802-7407

Dear Mr. Frasca:

This letter supersedes the enclosed letter dated February 27, 1992, to Mr. Tom Ross, then an employee of Frasca International, Inc., concerning the authorized use of Frasca airplane training device models granted by the Federal Aviation Administration (FAA) under Title 14 Code Of Federal Regulations (14 CFR) parts 61 and 141 as these Federal regulations existed on that date.

Further, this letter is to confirm the continued authorized use of Frasca Model 131,141, and 241 (single engine) and Model 132,142, 242, and 242T(multiengine) training devices initially granted conferred status as training devices under Advisory Circular (AC) NO. 120-45A, Airplane Flight Training Device Qualification, issued February 5, 1992, and since designated as Level 1 flight training devices (FTD) by the Manager, National Simulator Program, AFS-205, Atlanta Georgia. This letter of authorization (LOA) is issued to reflect succeeding regulatory amendments to 14 CFR parts 61 and 141 as now specified in section 61.4(b), section 141.41(b), and the applicable part 141 Appendixes.

Accordingly, the Frasca Model FTD may be used to provide,

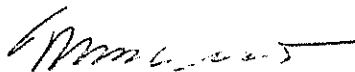
- 1) For a maximum of 20 hours of instrument instruction under 14 CFR part 61, section 61.65(e)(2);
- 2) For three of the six instrument approaches, holding procedures, intercepting and tracking courses through the use of navigation systems under 14 CFR section 61.57(c)(1)(ii)(ii);
- 3) For one precision and one non-precision instrument approach under section 61.65(a)(8)(ii);
- 4) For a portion only of an instrument proficiency check specified under 14 CFR section 61.57(d)(1)(i); and,
- 5) For a maximum of 50 hours towards a commercial pilot certificate under 14 CFR section 61.129(a)(1)(i).

Additionally, these Frasca Model FTD may be used under 14 CFR part 141, section 141.41(b), and Appendixes as applicable, to provide where authorized, instruction in a course of training for airplanes.

Therefore, in accordance with the above, this LOA is contingent upon the FAA's periodic evaluation of these Frasca Model FTD and their authorized use in accordance with the following conditions and limitations:

- 1) These Frasca Model airplane FTD must continue to function as when initially authorized for use under 14 CFR parts 61 and 141;
- 2) Flight instruction authorized in these FTD must be given by an authorized flight instructor; and
- 3) This LOA must be attached to the identified superseded letter and will remain in effect until rescinded by FAA.

Sincerely,



Thomas K. Glista  
Acting Manager, Certification and Flight  
Training Branch

Enclosure



US Department  
of Transportation  
**Federal Aviation  
Administration**

800 Independence Ave., S.W.  
Washington, D.C. 20591

FEB 27 1992

Mr. Tom Ross  
Frasca International, Inc.  
906 East Airport Road  
Urbana, Illinois 61801

Dear Mr. Ross:

This is to confirm that Frasca Models 131, 141, and 241 (single engine) and Models 132, 142, 242, and 242T (multiengine) training devices have been determined to contain sufficient features to permit their use for pilot training, as authorized herein, under Parts 61 and 141 of the Federal Aviation Regulations (FAR).

These training devices are acceptable to the Administrator for use in providing up to 20 hours of instrument instruction under Section 61.65(e)(2), for up to 50 hours of instruction under Section 61.129(b), for 3 of the 6 hours and six instrument approaches under Section 61.57(e)(1), and for use in the conduct of an instrument competency check under Section 61.57(e)(2) of the FAR, when this use is certified as instruction given by an authorized instructor.

In their standard configuration, these training devices meet the requirement of Section 141.41(a)(2) of the FAR for up to 50 percent of permissible ground training device time under Appendix A, Private Pilot, Appendix C, Instrument Rating, and Appendix D, Commercial Pilot. With addition of a Frasca visual system, these training devices meet the requirements of Section 141.41(a)(1) of the FAR for up to 100 percent of permissible use specified in these appendices.

Information concerning the acceptability of these training devices for use under Part 135 of the FAR may be obtained from the Manager, Commuter and Air Taxi Branch, AFS-250.

We trust the above information will be helpful.

Sincerely,

*for Roger M. Baker*

W. Michael Sacrey  
Manager, General Aviation  
and Commercial Division, AFS-800