



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

800 Independence Ave., S
Washington, DC 20591

NOV 9 2001

Mr. Mike Coligny
CEO "FLYIT" Simulation
3042 Highland Drive
Carlsbad, CA 92008

Dear Mr. Coligny:

The Federal Aviation Administration (FAA) evaluated the FLYIT generic airplane simulation device, Serial # 9301A, at Kent State University, Kent, Ohio, on October 30 and 31. Our evaluation of this device, manufactured as a flight training device (FTD), was coordinated with the National Simulator Program Office, AFS-205, and was conducted to determine the appropriate use of this device as an FTD intended to replicate light general aviation single and multiengine airplanes based on authorized use previously granted similar devices by the FAA prior to August 6, 1996.

We have determined that in accordance with Title 14 Code of Federal Regulations, part 61 (14 CFR section 61.4(b)), it is appropriate to grant the authorized use of this device when set up in either single-engine or multiengine configuration, in accordance with the FLYIT Simulators Supplemental Data shown as an attachment to this LOA. This authorization is subject to the stated conditions and limitations as outlined in this letter.

1. Section 61.57(c)(1), Instrument Experience (currency);
2. Section 61.57(d)(1)(ii), Instrument Proficiency Check;
3. Section 61.65(e)(2), Instrument Training
4. Section 61.65(a)(8)(ii), Instrument Rating Practical Test;
5. Section 61.129(i)(1)(i), Commercial Pilot Training;
6. Section 61.159(a)(3)(i), Airline Transport Pilot Training; and
7. Section 141.41(b), Approved part 141 Appendices as limited by section 61.4(b).

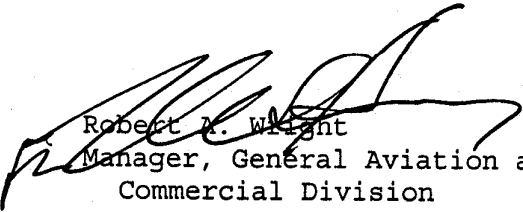
This device is limited to the maximum permissible use specified herein, provided that it is used for training in and/or demonstration of instrument AREA OF OPERATIONS TASKS under either 14 CFR part 61 or part 141.

The maneuvers and/or procedures to be accomplished during this training are limited in their application to the small airplane category and class of aircraft and may include any or all of the following to the extent the device is determined to be capable of performing the listed tasks:

- (1) Preflight procedures (cockpit only);
- (2) Pre-take-off checks;
- (3) Instrument departures/arrivals;
- (4) Holding procedures;
- (5) Precision/non-precision approaches, as limited herein;
- (6) Normal/abnormal procedures regarding navigation and/or avionics and aircraft systems as equipped; and
- (7) After landing checks (shutdown).
- (8) No ground handling credits are authorized.

This FLYIT simulation device must be maintained to meet the performance, functions, characteristics, and all calibration standards established by the manufacturer as when we originally evaluated it, and must be successfully re-evaluated by us once each year. This authorization is valid until superseded, surrendered, or revoked, and becomes invalid at any time this device fails to meet the conditions and limitations of this letter.

Sincerely,



Robert A. Wright
Manager, General Aviation and
Commercial Division