AATD FLIGHT TRAINING DEVICE PROGRAMS

LOGGING TIME

1. This simulator is an FAA **ATD** (Aviation Training Devise) and is considered an **AATD** (Advanced aviation training devise)
2. *For log book purposes you can legally log flights in your official log book as follows:*
    a. **Make/Model** – Redbird
    b. **Aircraft Identification number** – FMX 0227
    c. **Remarks section or new column –** put configuration of sim, G1000 C-172, Dutchess, etc.
    d. **Make new column** in log book named **"AATD"** – record your time here
        i. This will be used toward authorized experience based on the rating you are working toward at the time.
        ii. On FAA from 8710-this column total will be used in the box labeled "ATD" in section III – record of pilot time
    e. **Simulated instrument** –record your time here
3. **DO NOT** LOG FLIGHT TIME, DUAL RECEIVED or ADD THIS TIME TO TOTAL TIME WHILE USING this ATD.
    a. The FAA does not allow an aviation training devise to be logged as "flight time" and this usually carries over to total time in most student log books.
    b. You will have a chance to total the amount of AATD time in your log book for use on the 8710 form when you take a check ride but that is a specific entry on the 8710 form and not to be used in combination with actual flight in aircraft.
4. Instructors can log this time as ATD or AATD dual given time only
    a. Does not count toward flight time, total time or flight instruction given.
    b. This time is specific to show that a student obtained ATD instruction in an AATD and this could be used to show compliance with their IPC requirements or other experience that requires the ATD dual instruction.

VALIDITY

- **All flights must be Dual (with authorized instructor in cat/class)**
- **Counts toward the Category/ class of aircraft configured in cockpit- I.E. SEL or MEL**
- Credited toward "flight training" time –**do not log as flight time or toward total time, use separate column as stated above in logging time section.**

PRIVATE PILOT CERTIFICATE – 61.109(K)(1)

1. 2.5 hours –part 61
2. 15% of course hours - part 141

INSTRUMENT RATING -

1. Up to 20 hours of credit for an Instrument Rating under Part 61 – FAR 61.65(i)
2. Up to 40% of the required course hours for an Instrument Rating under Part 141 – FAR 141, Appendix C 4(b)(3)
3. Must be operating solely by reference to the instruments and under simulated IFR conditions while using the AATD to count toward reducing total hours required to obtain an instrument rating.

COMMERCIAL PILOT CERTIFICATE – 61.129(i)(1)(i)

1. 50 hours of credit

ATP – 61.159(A)(3)(I)

1. 25 hours of credit

INSTRUMENT EXPERIENCE – (MAINTAIN IFR CURRENCY)

- **Must have been under simulator or actual IFR to be used as currency**
- **6 months if using combination or airplane and AATD**
- **2 month if only using AATD**

ONLY IN AATD - 61.57(c)(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.

COMBINATION AIRPLANE & AATD -61.57(c)(4) -Combination of completing instrument experience in an aircraft and aviation training device must have performed and logged the following within the 6 calendar months preceding the month of the flight--

In airplane you must have completed:

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

In AATD

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

INSTRUMENT PROFICIENCY CHECK (OUT OF CURRENCY) – 61.57(d)(1)(ii)

- IF YOU ARE OUT OF IFR CURRENCY- The instrument proficiency check must consist of the areas of operation and instrument tasks required in the instrument rating practical test standards.
- We offer the SEL/MEL – (Single engine or Multi engine) IPC's as requested.
- See Appendix 2 in the IFR PTS for clarification – 1 Circling approach in an airplane is required at a minimum.

REQUIRED MINIMUM AREAS OF OPERATION FOR IPC

HOLDING PROCEDURES | UNUSUAL ATTITUDES | INTERCEPTING AND TRACKING | NAVIGATIONAL SYSTEMS AND DME ARCS | NONPRECISION APPROACH | PRECISION APPROACH | MISSED APPROACH | LANDING FROM A STRAIGHT-IN OR CIRCLING APPROACH | CIRCLING APPROACH **(MUST BE DONE IN AIRPLANE ONLY)**

REQUIRED FOR MULTIENGINE AIRPLANE ONLY

(IN AIRPLANE) VII. B. – ONE ENGINE INOPERATIVE DURING STRAIGHT-AND-LEVEL FLIGHT C. – ONE ENGINE INOPERATIVE-INSTRUMENT APPROACH

VII. D. – APPROACH WITH LOSS OF PRIMARY FLIGHT INSTRUMENT INDICATORS