



FEB 08 2016

Mr. Joshua A. Collier  
President  
Coyote Flight Centers, LLC  
11001 Baker St.  
Amarillo, Texas 79111

Dear Mr. Collier:

On March 11, 2010, the Federal Aviation Administration (FAA) last qualified and approved your airplane Frasca model 131 as a Level 3 FTD in accordance with Title 14 Code of Federal Regulations (14 CFR) section (§) 61.4(c).

Effective January 1, 2015, the FAA required all Letters of Authorization (LOA) to contain an expiration date in order to remain valid. The FAA issued the previous LOA for the Frasca model 131, serial #14045 without an expiration date. Based on the previous approval and review of the revised Qualification and Approval Guide (QAG) dated September 1, 2015, the FAA has determined that this device meets the current standards for a Basic Aviation Training Device (BATD) approval. The Frasca model 131 serial #14045 is authorized for use in satisfying the following sections of Title 14 of the Code of Federal Regulations parts 61 and 141:

Frasca Model 131 Serial #14045  
Single Engine Land  
Basic Aviation Training Device (BATD)

- § 61.51(b)(3)(iii) – Logbook entries;
- § 61.51 (h) – Logging training time;
- § 61.57(c) – Instrument experience;
- § 61.65(i) – Instrument rating: not more than 10 hours;
- § 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 towards the total Private Pilot flight training time requirements; and
  - *Appendix C* – As allowed under 4(b) toward the total instrument flight training time requirements.

Note: Minimum training or experience requirements such as cross country, night, solo, takeoffs and landings, and 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 minimum 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 conditions and limitations:

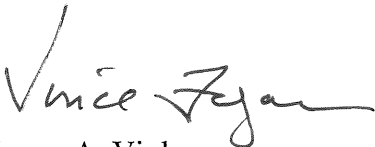
- (1) This Aviation Training Device (ATD) must maintain its performance and function without degradation. The minimum instrument requirements specified under § 91.205 for day visual flights rules (VFR) and instrument flight rules (IFR) must be functional during the training session;
- (2) Only the aircraft configurations that are in the approved QAG are utilized;
- (3) A copy of this LOA must be readily available in a location near the device when in use. Additionally, a copy must be provided to the person using the above credits for pilot certification or ratings;
- (4) When used for instructional purposes, only an appropriately qualified FAA-certificated flight instructor may make any subsequent endorsements and/or pilot logbook entries;
- (5) Any changes or modifications to this ATD which have not been individually reviewed, evaluated, and approved in writing by the General Aviation and Commercial Division (AFS-800) will terminate this LOA; and
- (6) The FAA reserves the right to revoke this LOA at any time if the Administrator determines that this ATD has been used in a manner contrary to FAA regulation, guidance, or safety.

This approval is valid for sixty (60) calendar months from the date of this letter. Any requests for a new LOA should be made in writing to AFS-800 at least 90 days in advance of expiration. AFS-800 may require a review of the QAG, an on-site evaluation, and a verification all of the requirements as described in the current publication of Advisory Circular 61-136, *FAA Approval of Aviation Training Devices and Their Use for Training and Experience* before a new LOA can be issued.

This approval expires on February 28, 2021.

The enclosed signed QAG is approved and a copy of this letter and approved materials are retained in our files.

Sincerely,



*for* James A. Viola  
Manager, General Aviation and Commercial Division  
Flight Standards Service

Enclosure