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

Aviation Safety

800 Independence Ave., SW
Washington DC 20591

April 8, 2024

Edilberto Valdez
Authorized Representative, Virtual Fly
Calle Maria Aurelia Capmany 21
Castellgali, Spain 08297

Dear Mr. Valdez:

The Federal Aviation Administration (FAA) last qualified and approved your airplane Virtual Fly model DUO PRO as an Advanced Aviation Training Device (AATD) on November 7, 2022, in accordance with Title 14 of the Code of Federal Regulations (14 CFR) § 61.4(c).

Review of the revised Qualification and Approval Guide (QAG) version 2 dated January 15, 2023, validates the current standards and criteria for approval as provided in Advisory Circular (AC) 61-136, *FAA Approval of Aviation Training Devices and Their Use for Training and Experience*. The Virtual Fly model DUO PRO airplane AATD is approved for use in satisfying the following sections of parts 61 and 141:

Virtual Fly Model DUO PRO
Airplane Multiengine Land
Advanced Aviation Training Device (AATD)

- § 61.51(b)(3) – Logbook entries;
- § 61.51 (h) – Logging training time;
- § 61.57(c)(2) – Instrument experience;
- § 61.57(d)(1) – Instrument proficiency check, per the Instrument ACS;
- § 61.65(i) – Instrument rating; up to 20 hours;
- § 61.109(k)(1) – Private Pilot Certificate aeronautical experience: up to 2.5 hours;
- § 61.129(i)(1)(i) – Commercial Pilot Certificate: up to 50 hours;
- § 61.159(a)(4)(i) – Airline Transport Pilot Certificate: up to 25 hours; and
- § 141.41(b) – Approved for use under the part 141 appendices as follows:
  - *Appendix B* – Up to 15% toward the total Private Pilot training time requirements;
  - *Appendix C* – Up to 40% toward the total Instrument training time requirements;
  - *Appendix D* – Up to 20% toward the total Commercial Pilot training time requirements;
  - *Appendix E* – Up to 25% toward the total Airline Transport Pilot training time requirements;

- *Appendix F* – Up to 5% toward the total Flight Instructor training time requirements;
- *Appendix G* – Up to 5% toward the total Flight Instructor Instrument training time requirements;
- *Appendix I, Private Pilot adding Airplane Category and Multiengine Class Rating Course* – Up to 3 hours toward the total training time requirements;
- *Appendix I*, *Commercial Pilot adding Airplane Category and Multiengine Class Rating Course* – Up to 11 hours toward the total training time requirements;
- *Appendix I, Airline Transport Pilot adding Airplane Category and Multiengine Class Rating Course* – Up to 6.25 hours toward the total training time requirements; and
- *Appendix M*, *Combined Private Pilot Airplane Certification and Instrument Rating* – Up to 25% toward the total training time requirements

Note: Minimum training or experience requirements for cross country, night, solo, takeoffs and landings, and the 3 hours of training with an authorized instructor in preparation for the practical test within the preceding 2 calendar months from the month of the test must be accomplished in an aircraft. Private Pilot Airplane applicants must also accomplish 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.

No portion of the practical test or type specific training credit can be conducted in an AATD. The flight portion of a flight review specified in § 61.56(a) cannot be accomplished in an AATD. Additionally, an instrument proficiency check (IPC) specified in § 61.57(c) cannot be completed in its entirety in an AATD (see Instrument Rating Airman Certification Standards FAA-S-ACS-8, as amended).

This approval is contingent upon the following conditions and limitations:

1) This AATD must maintain its performance and function without degradation. The minimum instrument requirements specified under § 91.205 for day visual flight rules (VFR) and instrument flight rules (IFR) must be functional during the training session;

2) Only the aircraft make/model and configurations that are in the approved QAG can be utilized. A copy of the FAA approved QAG detailing the approved makes, models, and configurations must be provided to the operator and be readily available when the AATD is in use;

3) A copy of this letter of authorization (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. Pilot time in an ATD may be logged as instruction received, instrument time, or total time only. See FAA airman application 8710-1;

5) Any changes or modifications to this AATD which have not been individually reviewed, evaluated, and approved in writing by the Air Transportation Division will terminate this LOA; and

6) The FAA reserves the right to withdraw this LOA at any time if the Administrator determines that this AATD has been used in a manner contrary to the conditions and limitations described within this LOA, 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 by the aviation training device manufacturer in writing to The Air Transportation Division at least 90 days in advance of expiration. The Air Transportation Division may require a review of the QAG, an on-site functional evaluation, and verification of all the AATD requirements as described in FAA Order 8900.1 Volume 11, Chapter 10, Section 1, *Approval, Oversight, and Authorized Use Under 14 CFR Parts 61 and 141* before a new LOA is issued.

This approval expires on April 30. 2029.

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

Sincerely,

ANDREW SELIGA

Digitally signed by ANDREW SELIGA
Date: 2024.04.08 17:58:54 -04'00'

Andrew Seliga
Section Manager, Training and Simulation Group
Air Transportation Division

Enclosure