



Green Castle Aero Club

Advanced Aviation Training Device (AATD)

How to Log Training Time & Experience

- 1) Ensure the AATD is certified at the time of the training – see posted FAA letter of authorization (LOA)
- 2) Present a copy of the AATD LOA upon request in order to count training time and experience towards certifications, ratings, and currency requirements [*Download a copy online at GreenCastleAeroClub.com*]
- 3) Logbook entries:
 - a) **Date:** Date training took place
 - b) **Aircraft Make & Model:** “GC AATD”
 - c) **Aircraft Ident:** “C-172SP”
 - d) **From / To:** List the airport(s) used during the training flight
NOTE: You may NOT log cross-country time in an AATD
 - e) **Simulated Instrument (Hood):** Training time flown under IMC only
 - f) **Approaches (No. & Type):** Approaches flown under IMC at or below minimums (DA/MDA)
 - g) **Flight Simulator:** Total training time flown in the AATD, regardless of weather conditions
NOTE: If you also fly multi-engine ATDs, you may want to add or split columns- one for ATD-SEL and one for ATD-MEL
 - h) **Dual Received:** Training time flown with a CFI present, regardless of weather conditions
NOTE: CFIs may NOT log flight instructor time in an AATD; instead, log AATD flight instruction as ground instruction
- 4) ***RESTRICTIONS*** You may NOT log or count any of the following in an AATD:
 - a) Total Duration, ASEL, PIC, or SIC “Flight Time”
 - b) Cross-Country, Night, Solo, or Takeoffs / Landings*
 - c) Actual Instrument
 - d) As Flight Instructor or Dual Given (*CFIs may log AATD flight instruction as ground instruction*)

**Minimum training or experience requirements for cross-country, night, solo, takeoffs, landings, 3-hrs practical test prep with a CFI within preceding 2 calendar months of, and all parts of a practical test, as well as the flying portion of a flight review must be accomplished in an aircraft. Also, Private Pilot applicants must accomplish a minimum 3-hrs of control and maneuvering by sole reference to instruments in an aircraft. Lastly, the circling approach and landing tasks of an IPC must be accomplished in an aircraft.*

Source: AC 61-136B FAA Approval of ATDs and Their Use for Training and Experience, Appendix D, Training Content and Logging Provisions

D.3 Logging Training and Experience. Authorized instructors utilizing an FAA-approved ATD for airmen training, pilot time, and experience requirements are required to log the time as dual instruction and as basic aviation training device (BATD) or advanced aviation training device (AATD) time appropriately. Any columns that reference flight time should remain blank when logging ATD time. ATD time can only be logged as Instruction Received (Dual), Instrument Time, or Total Time as reflected on the pilot time section of FAA Form 8710-1, Airman Certificate and/or Rating Application. Simulated instrument time can be logged in an ATD, but only during the time when the visual component of the training session is configured for instrument meteorological conditions (IMC) and the pilot is maintaining control solely by reference to the flight instruments. Logging time in this fashion will allow a pilot to credit this time towards the aeronautical experience and instrument experience requirements as specified in part 61 or part 141. It is required under § 61.51(b)(1)(iv) that the type and identification of the ATD be included when logging pilot time as described in the letter of authorization (LOA). It is the responsibility of the flight instructor, student, or certificated pilot to verify the device is qualified and approved for training or experience requirements. It would be appropriate for the person using the ATD to retain a copy of the LOA. Evaluators such as Designated Pilot Examiners (DPE) are instructed to request a copy of the LOA from applicants logging ATD pilot time, to verify the time acquired in the trainer qualifies for the minimum experience requirements for a certificate or rating.

Note: There are no restrictions on the amount of training accomplished and logged in training devices. However, the regulatory limitations on maximum credit allowed for the minimum pilot certification requirements are specified by parts 61 and 141 and in the LOA. No approvals or authorizations are provided for aircraft type ratings using ATDs.