



**Federal Aviation
Administration**

Aviation Safety
Flight Standards Service

800 Independence Ave., S.W.
Washington, DC 20591

June 11, 2026

John N. Russell
President,
Engineering Support Personnel, Inc.
2603 Discovery Drive, Suite 115
Orlando, FL 32826

Dear Mr. Russell:

The Federal Aviation Administration (FAA) has qualified and approved your airplane Engineering Support Personnel, Inc. (ESP, Inc.) model ESP CAL-1000 as a Basic Aviation Training Device (BATD) in accordance with Title 14 of the Code of Federal Regulations (14 CFR) § 61.4(c).

Review of the Qualification and Approval Guide (QAG) dated September 23, 2025, and completion of the functional evaluation conducted on April 21, 2026, verified that the ESP, Inc. model ESP CAL-1000 meets the airplane BATD approval criteria as provided in Advisory Circular (AC) 61-136, *FAA Approval of Aviation Training Devices and Their Use for Training and Experience*. The ESP, Inc. model ESP CAL-1000 airplane BATD is approved and authorized for use in satisfying the following sections of parts 61 and 141:

ESP, Inc. model ESP CAL-1000
Airplane Single Engine Land
Basic Aviation Training Device (BATD)

- § 61.51(b)(3) – Logbook entries;
- § 61.51(h) – Logging training time;
- § 61.57(c)(2) – 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 15% towards the total Private Pilot training time requirements;
 - *Appendix C* – Up to 25% toward the total Instrument training time requirements; and
 - *Appendix M* – Up to 25% toward the total training time requirements for the Combined Private Pilot Airplane Certification and Instrument Rating.

Expires: 06/30/2031

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, type specific training credit or Instrument Proficiency Check can be conducted in a BATD. Additionally, the flight portion of a flight review specified in § 61.56(a) cannot be accomplished in a BATD.

This approval is contingent upon the following conditions and limitations:

- (1) This 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 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 BATD 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 ATD 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 ATD 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 a verification all of the 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 June 30, 2031.

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

Sincerely,
For

Daniel R. Kelman
Acting Manager, Air Transportation Division

Enclosure