

出國報告(出國類別：其他)

飛特立航空 HAWKER-400A 型機
106 年度駕駛員技術考驗

服務機關：交通部民航局

姓名職稱：林建戎約聘人員

派赴國家：美國德州達拉斯市

出國期間：106. 11. 14-106. 11. 20

報告日期：106. 12. 13

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壹、 目的

- 一、 飛特立航空公司依據飛航駕駛員訓練手冊之規定，為充實飛航駕駛員知識，精練飛行技術及保障飛行安全，建立完整而有系統之訓練與再教育，以確保飛航安全，所屬飛航駕駛員每人每年乙次由公司安排至合格訓練機構安排之學術科複訓。
- 二、 本年度該公司仍繼去年之訓練地點於美國德州之 CAE 訓練中心實施年度複訓，本局派遣航務檢查員配合執行正駕駛 M Pandian 乙員複訓之考驗，以符合航空器飛航作業管理規則第二百七十九條第四項「航空器使用人應訂定考驗程序，以確保飛航組員之技術及緊急程序之處置能力符合航空器使用人及民航局所規定之標準。該考驗應由檢定駕駛員負責執行，於飛航組員之檢定證有效日期每十二個月內，應至少執行一次」之規定。
- 三、 應飛特立航空公司之需求執行 CAE 考驗人員(PDE)之委任授權，以便爾後在本局因故無法派遣檢查員執行考驗時，得由授權之考驗人員執行該公司飛航駕駛員完訓時之考驗。

貳、 過程

一、 出國行程

106年11月14日	啟程
11月15日	轉機
11月16-17日	1. 檢視訓練中心複訓課程與該公司訓練手冊之符合性。 2. 檢視模擬機之認證文件及適航狀況。 3. 與飛行模擬機教師商討考驗項目及程序。 4. 與委任考驗人員面談及檢視渠等資格及證照，並簽署委任考驗人員授權書。 5. 執行飛特立航空公司飛航駕駛員模擬機考驗及右座教師駕駛員訓練
12月18日	轉機
12月19-20日	返程

二、 駕駛艙航路查核

(一) 去程

11 月 14 日執行長榮航空公司 BR18 桃園-舊金山國際航線駕駛艙航路查核：本次飛航由正駕駛李○基、正駕駛黃○廣、廖○凱等三員共同執行。本航次正、副駕駛擔任，檢查機長及副駕駛各項證照均合乎規定，備份眼鏡及手電筒均按規定攜帶，DD ITEM 均按規定填寫，起飛前發現 APU 故障 MEL 程序按規定執行，起飛前及落地前提示詳盡，組員 CRM 協調配合良好，SID 及 STAR 程序均按規定，隨機手冊版本為最新版本，航管通話程序熟練，飛行各項資料提供完整，組員逐項檢查及確認，組員均依檢查表執行各階段檢查，協調合作良好，組員飛行計畫及操作正常。

(二) 返程

11 月 19 日執行長榮航空公司 BR07 舊金山-桃園國際航線駕駛艙航路查核：本次飛航由正駕駛王○勝、副駕駛杜○宇、S. O. C. ALBERTO 等三員共同執行飛航。組員均依規定持卡提示、飛行前檢查、離場、飛機操控等符合 SOP 規範。組員於各階段飛行中，均依檢查表執行各項檢查，依規定執行觀察席位提示、航管通話程序熟練，各項檢查按卡執行，組員 CRM 合作良好，桃園 05L 跑道儀器進場落地，組員飛行計畫及操作正常。

參、 心得

一、CAE(加拿大航空電子設備公司)是一以先進模擬機為基礎提供全方位訓練之全球頂尖企業，該公司在全球 35 個國家中 160 個以上之機構中共有 8000 名員工，並對民航、國防及保安提供最先進產品、訓練及服務以符合顧客對安全之最嚴苛需求，也同樣提供健康照護及礦業開發的解決方案。在民用與軍用飛行模擬機設置的排名上，在全世界的排名也可說是屬一屬二。在全世界有 67 處民航、軍事飛航及直升機訓練機構，每年訓練量超過十二萬人，加拿大航空電子設備公司成立於 1947 年 3 月 17 日，已有近七十年之歷史，航空飛行模擬器是該公司自建立以來的主要營業業務，總部設於加拿大蒙特婁，其顧客遍及 190 個國家，公司年收入百分之九十都來自國際活動及全世界的出口，也是多倫多及紐約證券交易所的上市公司，在研發新產品方面是加拿大前二十名企業之一，單在 2014 會計年度內就投入約一億六千萬元加幣在研究與發展上。

二、本次飛特立航空年度複訓地點為 CAE 位於西達拉斯之訓練中心，緊鄰達拉斯渥爾斯堡國際機場，是世界佔地最大的訓練中心，提供飛航駕駛員、地

面機械員、飛航組員等之訓練課程，總面積約三萬九千五百七十平方米，擁有 36 架美國聯邦航空總署核可的 C 或 D 等級之商務飛機模擬機、配備尖端科技的地面學科教室、一所航空資源中心及餐廳，其顧客服務部門提供相當不錯之相關服務，訓練教師均為經驗豐富具備機型檢定合格之機師。

三、該訓練中心在飛行員訓練方面其模擬機共有如下之機種及型別：

(一)Beech

Beechjet 400、King Air 200、King Air 300、King Air 350、King Air 350-Proline

(二)Challenger

Challenger 300、Challenger 600、Challenger 601、Challenger 604、Challenger 605

(三)Global

Global 5000 Vision、Global 6000 Vision、Global Express、Global Express XRS

(四)Learjet

Learjet 31A、Learjet 35、Learjet 36、Learjet 60、Learjet 60XR

(五)Citation

Citation Bravo、Citation Excel、Citation I (500/501)、Citation II、Citation III、Citation Ultra、Citation VI、Citation VII、Citation X、Citation XLS

(六)Falcon

Falcon 2000、Falcon 50EX、Falcon 900、Falcon 900B、Falcon 900C、Falcon 900EX、Falcon 50

(七)Gulfstream

Gulfstream 450、Gulfstream 550、Gulfstream G350、Gulfstream G400、Gulfstream III、Gulfstream IV、Gulfstream V

(八)Hawker

Hawker 700、Hawker 750、Hawker 800、Hawker 800XP、Hawker 400XP

(九)Nextant Aerospace

Nextant 400XT

四、本次考驗除依據該公司訓練手冊年度複訓訓練課目（訓練紀錄如附件一）及考驗項目（考驗紀錄如附件二）外，並考量受考人同時具備 FAA 檢定證，考驗項目亦含蓋 FAA 考驗之要求執行。

五、在 FAA 年度複訓考驗項目上，並非將飛機操作手冊 AFM 緊急程序一一對受考人員執行考驗，部分項目僅在模擬機訓練課程時執行，雖然考驗時未執行但對於參與複訓者同樣達到訓練之效果。

六、此次訓練及考驗由 CAE 訓練中心之模擬機教師 Joseph Scars 擔任右座副駕

駛，該員對於模擬機之操作非常熟練，對 QRH 中各項檢查亦非常快速，對於飛特立的正駕駛 Pandian 在操作上及 CRM 上均有相當大的助益，使考驗非常的順利，印證了座艙資源管理 CRM 對安全的重要性，不僅正駕駛個人操作技術的要良好，有一位優秀的副駕駛及兩人的配合也不可或缺。

- 七、因應飛特立航空之需求，與 CAE 委任考驗人員三員(公司原規劃四員，惟其中一員離職)會面並驗證檢查渠等之各項資格證照(如附件三)，並辦理授權書簽署(如附件四)，渠等三員均為資深之飛航教師，其中一人為去年至今之委任考驗人員，本次委託驗證面談安排在術科考驗前之時段於任務提示室執行，使作業不至耽誤太多時間，也不影響術科考驗之進行。
- 八、本次考驗使用之 Hawker Beech 400A 模擬機，屬於 Level D 等級並經美國聯邦航空總署 FAA 認證合格並發給證照(如附件五)，視訊系統廣角為 180 度全域式，景物之清晰度非常逼真，對訓練及考驗課目需求之執行可達成。
- 九、模擬機考驗課目由 CAE Dallas West 訓練中心之考驗教師 Ronald L Welch 執行，渠為 FAA 之委任考試官亦為該公司飛航教師之考驗人員，執行考驗態度與之程序嚴謹，除按本局提供之考驗計畫外，亦執行其他多項如：寒冷天候條件或高溫天候條件下之飛航緊急程序，對駕駛員之飛行能力能充分達到訓練及考驗之目的。
- 十、本次該公司模擬機考驗，除於到達 CAE 訓練中心第一天與該公司相關業務人員，檢視模擬機之認證文件及適航狀況及與委任考驗人員面談，並在與模擬機考驗教師商討訂定考驗項目後執行考驗外，第二天則於模擬機內參與正駕駛 Pandian 之 IP 訓練及考驗。
- 十一、在教師訓練及考驗部分，Pandian 於右座飛行並由 CAE 一位新進之 B-400 機飛航教師於左座飛行，Pandian 以 IP 之角色指導其飛行操作，其教學操作部份均合於要求，並於該架次結束前 10 分鐘改為操控飛行員 (PF)，並執行起飛後雙發動機均失效操作，在飛航教師 Ronald 之指導下，爬升至絕對高度 3000 呎後，以小於 30 度坡度 145KIAS 速度下迴轉至起飛機場反跑道成功落地，充分發揮該機之飄降性能。
- 十二、此次考驗為本人第三次在 CAE 執行，與去年執行方式幾乎完全相同，故對於 CAE Beechjet 400A 之訓練大綱(Training Guide)也還記憶猶新，尤其二個半月前才在該訓練中心執行本人之 B-300 機之年度複訓，對於該公司整個訓練之運作及架構均能掌握，使此行各項工作均非常順遂。

肆、建議事項

本次飛特立航空年度複訓及考驗，經檢查地面學科授課課目符合該公司訓練手冊之規定時數，術科（模擬機）考驗亦符合該公司訓練手冊之要求，考驗時整體情況表現符合要求標準，建議本次考驗合格；另有關教師駕駛員之檢定部分，於返國後將另於實機飛行時由該公司主任檢查員再行考驗。

Form 02A: Ground Training

NAME: <u>P. Muthu Pandian</u>	TRAINING TYPE: <u>Recurrent Training</u>
POSITION: <u>PIC</u>	AIRCRAFT TYPE: <u>B7-400 (Hawker 400XP)</u>

SESSION: <u>1</u>	DATE: <u>Nov 13th 2017</u>
HOURS: <u>8.0 HRS</u>	IP / TRAINEE: <u>NORMAN ROBINSON</u> <u>90213</u> <u>2651230</u>

REMARKS:

~~PIC OPERATION PTS STANDARDS INTRODUCTION~~
~~COLD WEATHER OPS MODELS, DIMENSIONS, COCKPIT~~
 CABIN ARRANGEMENTS, DOORS & STAIRWAYS, FLIGHT MANUAL
 EMERGENCY EQUIPMENT, LIGHTING REVIEW, WEIGHT & BALANCE,
 POWER PLANT ABNORMALS, FIRE PROTECTION ABNORMALS,
 ELECTRICAL ABNORMALS, ~~LANDING~~ LANDING GEAR & BRAKE SYSTEM
 & ABNORMALS, OXYGEN ABNORMALS, AIR CONDITION
 AND PRESSURIZATION ABNORMALS.

P. MUTHU PANDIAN
 5/18/19

Form 02A: Ground Training

NAME: <u>P. Muthu Pandian</u>	TRAINING TYPE: <u>Recurrent Training</u>
POSITION: <u>PIC</u>	AIRCRAFT TYPE: <u>BE-400 (Hawker 400XP)</u>

SESSION: <u>2</u>	DATE: <u>Nov. 14th 2017</u>
HOURS: <u>8.0 HRS</u>	IP / TRAINEE: <u>NORMAN ROBINSON</u> <u>90213</u> <i>[Signature]</i>

REMARKS: FUEL ABNORMALS, HYDRAULIC ABNORMALS,
FLIGHT CONTROL ABNORMALS, ICE AND RAIN ABNORMALS
FMS LOCAL AREA NAVIGATION COMMUNICATION EQUIPMENT
ABNORMALS, FLIGHT INSTRUMENTS ABNORMALS,
NAVIGATION EQUIPMENT ABNORMAL, AUTO PILOT
ABNORMALS.

Form 03A: FBS/FSS/Aircraft Training (Circle One)

NAME: <u>P. Muthu Pandian</u>	TRAINING TYPE: <u>Recurrent Training</u>
POSITION: <u>PIC</u>	AIRCRAFT TYPE: <u>B5-400 (Hawker 400XP)</u>

SESSION: <u>1</u>	DATE: <u>Nov 15th 2017</u>
HOURS: <u>40 HRS</u>	IP/TRAINEE: <u>P. Muthu Pandian</u> <u>P. MUTHUPANDIAN</u> <u>3079614</u> <u>SD1549</u>

REMARKS: PIC: PRACTICAL TEST STANDARDS
COLD WEATHER OPS

ABNORMAL ENGINE START - 1. HUNG START 2. STARTER DISCONNECT MALFUNCTION.

LOW VISIBILITY TAXI, LOW VISIBILITY TAKE OFF TO ABORT JFK RWY 35L T/O SCORES DEP.

STALLS: 1. AP STALL 2. DEP STALL FLAP 10° GEAR DOWN
3. LANDING STALL: FLAP 30° GEAR DOWN.

STEEP TURNS, ILS RWY 15 BALKED LANDING

ENGINE OIL PRESSURE LOW, EG SHUT DOWN. PROCEDURE
SINGLE ENGINE ILS APP → SINGLE ENGINE MISSED & HOLD
SINGLE ENGINE ILS FULL STOP.

VOR APP ORCLE TO LAND.

NO FLAP LANDING & RIGHT SEAT TAKE OFF/LANDINGS
WINDSHEAR

Form 03A: FBS/ FSS/ Aircraft Training (Circle One)

NAME: <u>P. Muthu Pandian</u>	TRAINING TYPE: <u>Recurrent Training</u>
POSITION: <u>PIC</u>	AIRCRAFT TYPE: <u>B7C-400 (Hawker 400XP)</u>

SESSION: <u>2</u>	DATE: <u>Nov 16th 2017</u>
HOURS: <u>4.0 HRS</u>	IP / TRAINEE: <u>P. Muthu Pandian / 286325A</u>

REMARKS: CHECKRIDE: PRACTICAL TEST STANDARDS
ABNORMAL ENGINE START: STARTER DISCONNECT MALFUNCTION
LOW VISIBILITY TAXI, LOW VISIBILITY TAKE OFF TO ABORT (DOOR OPEN)
JFK RNY 35L T/O ^{SU} ~~AB~~ SCORE 3 DEP PROCEDURE.
STALL: 1. AP STALL CLEAN CONFIGURATION
2. DEP STALL: FLAP 10° GEAR DOWN
APP ~~LANDING~~ STALL FLAP 50° GEAR DOWN, STEEP TURNS.
ILS RWY TO BALKED LANDING, ENGINE FIRE TO SHUTDOWN
PROCEDURE. SINGLE ENGINE ILS APP - SINGLE ENGINE MISSED
& HOLD. SINGLE ENGINE ILS FULL STOP LANDING
HAND FLOWN. VOR APP CIRCLE TO LAND
NO FLAP LANDING & RIGHT SEAT TAKE OFF/LANDING
RIGHT SEAT. CHECKLIST OPERATION. RIGHT SEAT
NO FLAP LANDING, RIGHT SEAT DUAL ENGINE FLAMEOUT
LANDING.

Executive Aviation
 Tansa Corp.
 FLIGHT OPERATION
 TRAINING MANUAL (FOTM)

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Form 09: BE-400 FFS Record

NAME: <u>P. Muthu Pandian</u>	TRAINING TYPE: <u>Recurrent Training</u>
POSITION: <u>PIC</u>	IP / TRAINEE: <u>Rajesh / P. MUTHU PANDIAN</u> <u>2863889 / 5018799</u>

Grading criteria: 5 (excellent, 90-100%) 2 (below average, 50-69%)
 4 (above average, 80-89%) 1 (poor, below 50%)
 3 (average, 70-79%) blank (not applicable)

Note: A minimum grading of "3" for every item is required prior to completion of training.

SESSION NUMBER:	01	02	03	04	05	06	07	08	09	10	11
DATE: <u>2017</u> MONTH/DAY: <u>06/04</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>
FLIGHT PREPARATION AND COCKPIT SET UP	<u>4</u>	<u>4</u>									
CHECKLISTS AND BRIEFINGS	<u>5</u>	<u>4</u>									
MEL / CDL PROCEDURES	<u>4</u>	<u>4</u>									
NORMAL PROCEDURES	<u>5</u>	<u>5</u>									
USE OF T/L TABLES AND WEIGHT AND BALANCE	<u>5</u>	<u>4</u>									
COLD WEATHER PROCEDURES AND DE-ICING											
ENGINE START: - NORMAL START	<u>4</u>	<u>4</u>									
- ENG CROSS BLEED START	<u>1</u>	<u>1</u>									
- MANUAL START VALVE OPERATION	<u>1</u>	<u>1</u>									
- ABORTED ENG START (VARIOUS SCENARIOS)		<u>4</u>									
GROUND MAN: - USE OF NOSE WHEEL AND PEDAL STEERING	<u>4</u>	<u>4</u>									
- USE OF BRAKES	<u>4</u>	<u>4</u>									
TAKE-OFF: - NORMAL (TO EPR, FLEX, FLAPS 10, 20)	<u>5</u>	<u>4</u>									
- CROSS WIND (MAX COMPONENT)	<u>5</u>	<u>5</u>									
- SINGLE ENG CONDITION AFTER V1	<u>4</u>	<u>4</u>									
- REBROTTEN TAKE-OFF	<u>5</u>	<u>4</u>									
- LOW VISIBILITY TAKE-OFF (RVN 350)	<u>5</u>	<u>4</u>									
- INSTRUMENT	<u>5</u>	<u>5</u>									
MED & HI ALT: - STEEP TURNS	<u>5</u>	<u>5</u>									
- STALLS	<u>5</u>	<u>4</u>									
- FIRST RECOVERY	<u>4</u>	<u>4</u>									
- TURBULENCE											
- RVSM & RNP TRAINING											
- ICING CONDITIONS / USE OF A-I											
- HOLDING	<u>4</u>	<u>4</u>									
- EXPLOSIVE DECOMPRESSION											
- EMERGENCY DESCENT	<u>1</u>	<u>4</u>									
- TCAS TA & RA	<u>1</u>	<u>4</u>									
INSTRUMENT PROCEDURE - AREA DEPARTURE											
- HOLDING	<u>4</u>										
- AREA ARRIVAL											
- ILS/LOC APPROACH (NORMAL / X-WIND / S.E.)	<u>4</u>	<u>4</u>									
- VOR APPROACH (NORMAL / X-WIND / S.E.)	<u>4</u>	<u>4</u>									
- GPS	<u>4</u>	<u>4</u>									
- NDB/ADF APPROACH (NORMAL / X-WIND / S.E.)	<u>1</u>	<u>4</u>									
- VISUAL PATTERN (NORMAL / X-WIND / S.E.)	<u>4</u>	<u>4</u>									

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	- MISSED APPROACHES	4	4							
	- COMM/NAV PROCEDURES	5	5							
	- USED OF AUTO PILOT	5	4							
LANDING:	- NORMAL (FLAPS FULL)	4	4							
	- REJECTED LANDING	4	4							
	- CROSS WIND (MAX COMPONENT)	4								
	- NO SLAT / FLARE LANDING	5	4							
	- SINGLE ENG	4	4							
	- BRAKE PEDAL FAILURE									
	- OVERWEIGHT									
SYSTEM FAILURES										
ENGINES:	- ENG FAILURE (INCLUDES FUEL LEAK)	4	4							
	- DRIFTDOWN PROCEDURE		4							
	- ENG AIRSTART & USE OF AIRSTART ENVELOPE	5	5							
	- ENG JET OVERTEMP & ABNORM VIB									
	- DUAL ENG FAILURE		5							
	- ENG FIRE / SEVERE DAMAGE / SEPARATION	5								
	- ENG REV DEPLOYED									
HYDRAULIC:	- HYD SYST 1 / 2 / 3 OVERHEAT OR LOW PRESS									
	- LOSS OF HYD SYSTEM 1 AND 2		4							
	- LOSS OF HYD SYSTEM 2 AND 3									
SMOKE:	- ELEC SYSTEM FIRE OR SMOKE									
	- AIR CONDITIONING SMOKE									
	- CARGO COMPARTMENT SMOKE									
	- SMOKE EVACUATION									
ELECTRICAL:	- ELEC EMERGENCY	4	4							
	- IDG OFF BUS AND TRU FAIL									
	- VARIOUS BUS FAULTS AND SPDA FAILURE									
NAV / EFIS / FMS	- ADS FAIL AND IRS FAIL									
	- AVNX MAU FAIL / OVHT									
	- NAVCOM FAIL / OVHT									
	- FFD AND MRD FAULT / OVHT		4							
	- MCDU AND ACP FAIL									
FLY CONTROLS:	- JAMMED CONTROLS (PITCH / ROLL / PEDALS)									
	- TRIM RUNAWAY (PITCH / ROLL / YAW)									
	- FLAP (SLAT) FAIL		4							
	- ELEVATOR, AILERON AND RUDDER FAIL									
LANDING GEAR:	- LG LEVER CANNOT BE MOVED UP									
	- LG LEVER DISAGREE									
	- ABNORMAL LNDG GEAR EXT									
	- PARTIAL OR GEAR UP LANDING									
AMS:	- CABIN ALTITUDE HI									
	- PRESN AUTO / MAN FAIL									
	- BLEED FAIL / LEAK / OVERPRESS									
	- PACK FAIL / LEAK									
ICE PROTEC- ICE DETECTOR FAILURE										
	- A-1 ENG FAIL									
	- A-1 WING FAIL / LEAK / LOW CAPACITY									
GENERAL:	- PILOT INCAPACITATION									
	- LOW LEVEL WINDSHEAR RECOVERY		4							
	- ON GROUND EMERGENCY EVACUATION									
	- GPWS MODE 2 ESCAPE MANUEVER									
	- HIGH ELEVATION AIRPORT OPERATION		4							
	- SLIPPERY RUNWAY			4						
	- CAPTAIN RIGHT SEAT TRNG / QUAL			4						
	- COMMAND TRAINING CONSIDERATIONS									

Executive Aviation
Training Corp.
FLIGHT OPERATION
TRAINING MANUAL (FOTM)

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- USE OF FMS AND AFCS	4																		
4 CRMS AND SITUATIONAL AWARENESS	4	1																	
- IF SKILLS / REGULATION COMPLIANCE																			
- OPS REQUIREMENTS & SPEC COMPLIANCE																			

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**FLIGHT OPERATION TRAINING
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Form 13: IP Check Form

NAME: <u>P. Muthu Pandian</u>	AIRCRAFT TYPE: <u>B5-400(Hawker 400XP)</u>
POSITION: <u>Right Seat</u>	CP (DE) / TRAINEE: <u>Rakshit / 22348</u> / <u>P. MUTHUPANDIAN</u> <u>50899</u>

EVALUATION	RESULT		
	S	SB	U
DATE 201 <u>7</u> MONTH <u>11</u> / DAY: <u>17</u>			
FLIGHT PREPARATION AND COCKPIT SET UP	S		
CHECKLISTS AND BRIEFINGS	S		
MEL / CDL PROCEDURES	S		
NORMAL PROCEDURES	S		
USE OF TL TABLES AND WEIGHT AND BALANCE	S		
COLD WEATHER PROCEDURES AND DE-ICING	S		
ENGINE START: - NORMAL START	S		
- ENG CROSS BLEED START			
- MANUAL START VALVE OPERATION	S		
- ABORTED ENG START (VARIOUS SCENARIOS)	S		
GROUND MAN: - USE OF NOSE WHEEL AND PEDAL STEERING	S		
- USE OF BRAKES	S		
TAKE-OFF: - NORMAL (TO EPR, FLEX, FLAPS 6)	S		
- CROSS WIND (MAX COMPONENT)	S		
- SINGLE ENG CONDITION AFTER V1	S		
- REJECTED TAKE-OFF	S		
- LOW VISIBILITY TAKE-OFF (RVR 350)	S		
- INSTRUMENT	S		
MED & HI ALT: - STEEP TURNS	S		
- STALLS	S		
- UPSET RECOVERY	S		
- TURBULENCE	S		
- RVSM & RNP TRAINING	S		
- ICING CONDITIONS / USE OF A-I	S		
- HOLDING	S		
- EMERGENCY DESCENT	S		
- TCAS TA & RA	S		
INSTRUMENT PROCEDURE: - AREA DEPARTURE			
- HOLDING	S		
- ARRA ARRIVAL	S		
- ILS/LOC APPROACH (NORAML/ X-WIND/ S.E)	S		
- VOR APPROACH (NORAML/ X-WIND/ S.E)	S		
- GPS	S		
- NDB/ADF APPROACH (NORAML/ X-WIND/ S.E)			

Executive Aviation
 Texas Corp.
**FLIGHT OPERATION TRAINING
 MANUAL (FOTM)**

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EVALUATION		RESULT		
DATE 2017 MONTH 11 / DAY 17		S	SB	U
	- VISUAL PATTERN (NORMAL / X-WIND / S.E)	S		
	- MISSED APPROACHES	S		
LANDING:	- NORMAL (FLAPS FULL)	S		
	- REJECTED LANDING	S		
	- CROSS WIND (MAX COMPONENT)	S		
	- NO SLAT / FLAP LANDING	S		
	- SINGLE ENG	S		
SYSTEM FAILURE				
ENGINES:	- ENG FAILURE	S		
	- DRIFTDOWN PROCEDURE	S		
	- ENG RELIEF PROCEDURE	S		
	- ENG ITC OVERTEMP & ABNORM VIB	S		
	- DUAL ENG FAILURE	S		
	- ENG FIRE	S		
	- ENG REVERSER UNLKD	S		
HYDRAULIC:	- HYD SYST 1 / 2 / 3 LOW QTY / HI TEMP	S		
	- HYD 1 / 2 / 1 / 3 / 2 / 3 LOW PRESS	S		
SMOKE:	- SMOKE OR FIRE: ANY SMOKE WARNING MSG & AND/OR VISIBLE SMOKE OR FIRE PROC.	S		
ELECTRICAL:	- EMER PWR ONLY	S		
	- GEN (2) (3) (4) OLVD	S		
	- VARIOUS BUS FAIL	S		
NAV / EFIS / FMS:	- ADE FAIL AND IRS FAIL	S		
	- AVIX MAU FAIL / OVHT	S		
	- NAVCOM FAIL / OVHT	S		
	- PRD AND MPD FAULT / OVHT	S		
	- MCDU AND ACP FAIL	S		
PLY CONTROLS:	- JAMMED CONTROLS (AILERON/ELEVATOR/HORIZONTAL STABILIZER/ RUDDER)	S		
STABILIZER:	- TRIM RUNAWAY (PROC)	S		
	- PEAP (SEAT) FAIL	S		
LANDING GEAR:	- MANUAL LANDING GEAR EXTENSION PROC	S		
	- LANDING GEAR UP / UNSAFE LANDING PROC	S		
	- PARTIAL OR GEAR UP LANDING	S		
AMS:	- CABIN ALT	S		
	- AUTO PRESS FAIL / MANUAL CABIN PRESSURIZATION CONTROL PROC	S		
	- BLEED FAIL / LEAK	S		
	- PACK FAIL	S		
ICE PROTECT:	- ICE DETECTOR FAILURE	S		
	- WING / ICE OVHT	S		
GENERAL:	- PILOT INCAPACITATION	S		

Executive Aviation
Travel Corp.
**FLIGHT OPERATION TRAINING
 MANUAL (FOTM)**

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EVALUATION	RESULT		
	S	SB	U
DATE 2017 MONTH 11 / DAY 17	S		
-LOW LEVEL WINDSHEAR RECOVERY	S		
-ON GROUND EMERGENCY EVACUATIONS	S		
-CREW'S MODE 2 ESCAPE MANEUVER	S		
-HIGH ELEVATION AIRPORT OPERATION	S		
-SLIPPERY RUNWAYS	S		
-CAPTAIN RIGHT SEATING / QUALIFIED	S		
-COMMAND TRAINING CONSIDERATIONS	S		
-USE OF PMS AND AOC'S	S		
-CRM AND SITUATIONAL AWARENESS	S		
-IF SKILLS / RESOURCES COMPLIANCE	S		
-OPS REQUIREMENTS RESPEC COMPLIANCE	S		

S: Satisfactory / SB: Satisfactory with briefing / U: Unsatisfactory.

S
 ALL ITEMS ABOVE STANDARDS, NO DEVIATIONS NOTED

Form 14: IP Stan./Eval. Report

AC Type	BE-400 (Hawker 400XP)	Event	Proficiency Training Other _____	Line Training		
Crew Name (Evaluated)	P. Muthu Pandian	ID No.	501849			
Examiner (Evaluator)	Ron Wentz	ID No.	2863839	DATE:		
Captain		ID No.		17 / 11 / 2017 (DD/MM/YY)		
F/O		ID No.		Flight Time: 2.0		
Evaluation				Result		
				S	SB	U
1. Attitude				✓		
2. Preparation				✓		
3. Knowledge of SOP's				✓		
4. Knowledge of Recommended Techniques				✓		
5. Communication Skills (English)				✓		
6. Instructional Skills				✓		
7. Simulator Operation				✓		
8. Critical Evaluation Skills				✓		
9. Reports (including simulator discrepancies)				✓		
Certification:						
The above-named Instructor <input checked="" type="radio"/> is <input checked="" type="radio"/> is not cleared for continued training activities.						

Form 14: IP Stan/Eval. Report (Cont.)

Assessment	S	B	U
Preparation			
A. Arrived on time	✓		
B. Knew which exercise scheduled	✓		
C. Familiar with content	✓		
D. Knew the training syllabi	✓		
E. Verified simulator compliance with MEL	✓		
I. Briefing			
A. Set the tone	✓		
B. Conditions of flight	✓		
C. Summary of profile for each C/M	✓		
D. Detail explanation of maneuvers	✓		
E. Use of training aids (grease board)	✓		
F. Interactive – questions from trainees	✓		
II. Simulator			
A. Set up correct	✓		
B. ATC	✓		
C. Interaction	✓		
D. Timing (slewing, reposition, etc.)	✓		
E. Compliance with syllabus	✓		
1. System malfunction	✓		
2. Flight maneuvers	✓		
F. Train – to – proficiency	✓		
1. Repeat maneuvers	✓		
2. Additional training	✓		
III. Debriefing			
A. Set the tone	✓		
B. Start with positive items	✓		
C. Review of system malfunctions	✓		
D. Review of maneuvers	✓		
E. Reported performance	✓		
1. Grading	✓		
2. Analysis of reasons	✓		
3. Recommended follow up actions	✓		
IV. Training Record			
A. EAC training record	✓		
V. Simulator Records			
A. Simulator record complete	✓		
B. Simulator malfunctions record	✓		

S: Satisfactory / SB: Satisfactory with briefing/ U: Unsatisfactory



Ground Training Record

Name: Mr. Muthu Pandian

Course#: B400A-R5-20171113

Company: EXECUTIVE AVIATION TAIWAN CORP.

Cert Code:

Category: R5

Res#: 8478823

Beechjet 400 Recurrent - 5 Day

13 Nov 2017

Ground Training Completed

Air Conditioning and Pressurization - Normal / Abnormals
Aircraft Flight Manual
Aircraft General
Auto Flight System - Normal / Abnormals
Communication Equipment - Normal / Abnormals
Electrical - Normal / Abnormals
Emergency Equipment
Fire Protection - Normal / Abnormals
Flight Controls - Normal / Abnormals
Flight Instruments - Normal / Abnormals
Flight Planning and Performance
FMS Local Area Navigation
Fuel - Normal / Abnormals
Hydraulic - Normal / Abnormals
Ice and Rain - Normal / Abnormals
Introduction and Administration
Landing Gear and Brakes - Normal / Abnormals
Lighting - Review
Navigation Equipment - Normal / Abnormals
Oxygen - Normal / Abnormals
Powerplant - Normal / Abnormals
Weight and Balance

Total Hours: 16.00



RECORD OF TRAINING / CHECKING

Mr. Muthu Pandian

EXECUTIVE AVIATION TAIWAN CORP.

Beechjet 400 Recurrent - 5 Day

Training Start Date: 13 Nov 2017 / Reservation #: 8478823

Ground School: Hours 16.00
Day 1 11/13 IP#90213 Day 2 11/14 IP#95767

Flight Simulator

Pilot Flying:	Hours	6.0
Pilot Monitoring:	Hours	6.0
Total:	Hours	12.0

Total Instrument: Hours 4.7

Total Day Takeoff/Landings: 0/0

Total Night Takeoff/Landings: 9/9

ILS Approaches: 6

Non-Precision Approaches: 5

Circle: 2

Visual: 2

Checks and Tests Completed:
61.57(e) 6 Night Landing
PIC Instrument Currency 61.57(d)
PIC Proficiency 61.58/61.56

Richard Cave
Head of Training

12/01/2017

Date
Version 4 - 9/21/2015

Flight Training Record

Name: Muthu Pandian

Course#: B400A-R5-20171113

Company: EXECUTIVE AVIATION TAIWAN
CORP.(50000019949)

Res #: 8478823

Category: R5

Cert Code:

Grading Scale:												
D-Maneuver or Procedure Demonstrated or Discussed-Not Evaluated C-Not Yet Proficient-Additional Training Required P-Proficient-Meets PTS Standards(If Applicable) S-Satisfactory(checkride only) U-Unsatisfactory(checkride only) T-Retrain												
AC MODEL: Beechjet 400						DUTY POSITION:						
IP #	51806	50730	50730									
DATE	11/15 2017	11/16 2017	11/17 2017									
SIM SESSION #	S7	S8	S3									
Customer Requirement	S7	S8	S3									
Right Seat Takeoffs/Landings			P									
Preparation	S7	S8	S3									
Preflight - Interior	P	S										
Preflight - Exterior	P	S										
Preflight - Flightdeck	P	S										
Performance Data	P	S	P									
LOFT/LOS Planning			P									
Ground Operations	S7	S8	S3									
Start Procedures	P	S										
Taxiing	P	S										
Taxiing - Low Visibility			P									
Pretakeoff Checks	P	S										
Parking / Shutdown	P	S										
Take Offs	S7	S8	S3									
Normal	P	S	P									
Crosswind	P	S	P									
Engine Failure	P	S	P									
Rejected	P	S										
Instrument - RVR 1600		S	P									

Flight Training Record

Inflight Maneuvers	S7	S8	S3										
Normal Climb	P		P										
Steep Turns	P	S											
Stalls - Takeoff	P	S											
Stalls - Clean	P	S											
Stalls - Landing	P	S											
Engine Failure/Shutdown	P	S											
Engine Restart	P	S											
Unusual Attitude Recovery	P	S											
Normal Descent	P												
Instrument Procedures	S7	S8	S3										
Departure	P	S	P										
Arrival	P	S	P										
Circling Approach	P	S											
Holding	P	S											
Procedure Turn	P	S											
Instrument Approaches	S7	S8	S3										
ILS- Normal		S	P										
ILS - Engine Out	P	S	P										
ILS - Autopilot	P	S											
GPS		S											
Missed Approaches	S7	S8	S3										
From an ILS	P	S											
From a Nonprecision Approach	P	S											
1 Engine Out	P	S											
Complete	P	S											
Landings	S7	S8	S3										
Normal	P	S											
Crosswind	P	S											
1 Engine Out	P	S											
From an ILS	P	S	P										
From a Circling Approach	P	S											
From a Visual Approach	P		P										
No Flap Visual	P	S											
Rejected	P	S											

Flight Training Record

Crew Resource Management	S7	S8	S3										
Briefings	P		P										
Decision Making	P	S	P										
CRM / SRM	P	S											
Workload Management	P		P										
Situational Awareness	P		P										
Positional Awareness	P		P										
Distraction Avoidance	P		P										
Automation Management	P		P										
Com/Nav Procedures	P	S	P										
Airmanship	S7	S8	S3										
Adherence to ATC	P		P										
Use of Autopilot	P	S	P										
Flight Director	P		P										
Use of Checklist	P	S	P										
Adherence to Maneuver/SOP	P	S	P										
PIC Performance as SIC	P	S											
Optional Task	S7	S8	S3										
LOFT Segment # 2			P										
Emergencies and Abnormals	S7	S8	S3										
Electrical	P	S	P										
Engine Failure	P	S	P										
Engine Starting	P	S											
Flight Controls / Autopilot	P												
Windshear Escape-REQUIRED	D												
FMS *		S											
Fuel		S											
NonPrecision Approach - CDI / HSI Based - Group 1	S7	S8	S3										
VOR (Without Vertical Guidance)	P	S	P										
NonPrecision Approach - GPS Based - Group 2	S7	S8	S3										
GPS (Without Vertical Guidance)	P												
NonPrecision Approach - GPS Based - Group 7	S7	S8	S3										
RNAV (GPS) (With Vertical Guidance)		S	P										
ILS - Precision Approach - Group 8	S7	S8	S3										
ILS	P	S	P										

Flight Training Record

ILS - Precision Approach - Group 8	S7	S8	S3										
ILS / DME		S											
Summary Task - Checking Only	S7	S8	S3										
Abnormal Procedures		S											
Emergency Procedures		S											
Second Missed Approach		S											

Flight Training Record

Name: Muthu Pandian

Course#: B400A-R5-20171113

Company: EXECUTIVE AVIATION TAIWAN
CORP.(50000019949)

Res #: 8478823

Category: R5

Cert Code:

Date	IP#	From	From	PF	PM	Inst	T/O DAY	LDG Day	ILS	Non-Prec	GPS	Circle	Visual
Sim#	OCM	To	To				Night	Night					
11/15/2017	51806	KJFK		2.0	2.0	1.7	0	0	2	2	1	1	1
S7	QRLH	KJFK					3	3					
11/16/2017	50730	KJFK		2.0	2.0	1.5	0	0	2	2	1	1	1
S8	W777	KJFK					3	3					
11/17/2017	50730	KJFK		2.0	2.0	1.5	0	0	2	1	1	0	0
S3	QRLH	KJFK					3	3					
Instructor Name (TGE / Check Airman) and #							SIGNOFF						
Ronald Lee Welch - 50730							61.57(e) 6 Night Landing						
Ronald Lee Welch - 50730							PIC Proficiency 61.58/61.56						
Ronald Lee Welch - 50730							PIC Instrument Currency 61.57(d)						

I certify that this pilot has completed ground and flight training.	
Jerome Alan Sanderson - 51806	11/15/2017
Digital Signature	Date

From: afsp.help@tsa.dhs.gov
Sent: Saturday, November 04, 2017 10:16 AM
To: Tara Apple
Cc: Catrina Capobianco; Cheryl Ferguson; atsa; Melinda McCallum; Robyn Shepherd; Denise Williams
Subject: AFSP Training Request #753211: Final Approval

Based on information available at this time, the Transportation Security Administration grants Final Approval for the following flight training request:

Student: Muthu Pandian Pandian
User ID: pandimp
Provider: CAE SimuFlite Inc.
Training Request ID#: 753211
Training Request Aircraft Type: BE-400
Training Request Category: 4
Estimated Training Request Date: 11-13-2017 to 11-17-2017 Bulk Payment ID: AFP0497557B

The Flight Training Provider has been granted authority to initiate training. Training must begin within 180 days of this email date. Training must be completed within 365 days of this email date. If training is not completed within 365 days, the Candidate will need to submit a new training request. If TSA subsequently receives information indicating that the candidate poses a threat to aviation or national security, TSA will require the Flight Training Provider to cease training in accordance with 49 USC 44939 and 49 CFR Part 1552.

If you require help with the AFSP process, please visit the Provider Frequently Asked Questions page at www.flightschoolcandidates.gov/provider_faq.htm

If you need further assistance, please contact AFSP-Provider-Help@tsa.dhs.gov or call (571) 227-1004.

Sincerely,
AFSP

This is an automated response. If you have received this email in error, please forward it to AFSP.help@tsa.dhs.gov.

MUTHU PANDIAN

Given in recognition of your successful completion of the

Beechjet 400 Recurrent - 5 Day Training Program

this Seventeenth day of November

Two Thousand Seventeen



Center Leader
Aviation and Training Services



Beechjet 400 / 8478823

COOPY

COOPY

Form 06: Proficiency Check (FES)

Name	P. Muthu Pandian	Pilot License No.	501849		
Employer	EATC	Type of Check :	Proficiency Check		
Pilot Position	<input checked="" type="checkbox"/> Captain <input type="checkbox"/> F/O	Aircraft Type	BE-400 (Hawker 400 XP)		
	2017 Y 11 M 16 D	Location			
Areas of Operation		Pass	Fail	Remarks	
I. PREFLIGHT PREPARATION					
A. Equipment and System Examination		✓			
B. Performance and limitation		✓			
II. PREFLIGHT PROCEDURES					
A. Preflight Inspection(Cockpit Only)		✓			
B. Powerplant Start and Powerplant system evaluation		✓			
C. Taxiing and parking procedures		✓			
D. Pre-takeoff Checks		✓			
III. TAKEOFF PHASE					
A. Normal and Crosswind Takeoff		✓			
B. Engine Failure During takeoff after V1		✓			
C. Rejected Takeoff		✓			
IV. INSTRUMENT PROCEDURES		At least 2 of the following items (C/E/F/G/H) should be checked			
A. Departure and Arrival procedures		✓			
B. Holding, including entry, maintain and exit the holding pattern		✓			
C. Normal ILS Approach		✓			
D. Manually control ILS approach during one engine failure		✓			
E. (NDB) Non-precision approach procedures(NDB)		✓			

F. (VOR) Non-precision approach procedures(VOR)	✓		
G. RNAV/RNP approach	✓		
H. Circling Procedures	✓		
I. Missed approach	✓		
J. Missed approach with one engine failure	✓		
V. INFLIGHT MANEUVERS			
A. Turning with 45 angle of bank, with heading changed between 180 and 360	✓		
B. Approaching stall(clean, take-off and landing configuration), one of which should be checked	✓		
* C. Upset Recovery-Nose High/Down	✓		
D. In flight engine failure and re-start	✓		
E. Wind shear recovery (Only if the FFS FTD is used for checking)	✓		
VI. APPROACH TO LAND AND LANDINGS			
A. ILS approach to land	✓		
B. Crosswind landing	✓		
C. Maneuver to land with simulated 50% power lost	✓		
D. Circling to land	✓		
E. Low level missed approach	✓		
VI. NORMAL AND ABNORMAL PROCEDURES	All items should check within 24 months		
A. Anti-ice and de-icing system	✓		

B. Auto-pilot system	✓		
C. Auto approach system or other auxiliary approach system	✓		
D. Stall warning, preventive system and stability augmented device	✓		
E. WX Radar	✓		
F. Failure of navigational or communication system	✓		
G. Failure and malfunction of the hydraulic system	✓		
H. Failure and malfunction of the electrical system	✓		
I. Failure and malfunction of the landing gear system	✓		
J. Failure and malfunction of the flap system	✓		
VII. EMERGENCY PROCEDURES			
A. Engine or environmental fire during flight	✓		
B. Smoke handling	✓		
C. Excessive Depressurization	✓		
*D. Emergency descent	✓		
E. TCAS System	✓		
F. Others			
VIII. POST FLIGHT PROCEDURES			
A. After-landing Procedures	✓		
B. Parking and Securing	✓		
IX. CAPTAIN RIGHT SEAT CHECK (Only for Captain)			
A. Single Engine after V1	✓		

B. Rejected Takeoff	✓		
C. Single Engine Go Around	✓		
D. Single Engine Landing	✓		
E. No Flap or Non-Standard Flap Landing	✓		

Remark : (* : important items)

Designated Examiner's Report		
Comments:		
<p>ALL ITEMS MET or Exceeded Standards, no Deviations Noted, very strong Pilot, Knowledge Above Standards</p>		
Result: <input checked="" type="checkbox"/> Pass <input type="checkbox"/> Fail		
Examiner Cert No.	286583A	
Examiner Signature		Date 11/17/2017
Pilot License No.	501849	
Pilot Signature		Date 17 th NOV 2017
CAA Review	Inspector Audit Result	
	<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Disapproved	Date 2017 Y 11 M 17 D

Form 14: IP Stan./Eval. Report

AC Type	BE-400 (Hawker 400XP)	Event	Proficiency Training Other _____	Line Training	
Crew Name (Evaluated)	P. Muthy Pandran	ID No.	501849		
Examiner (Evaluator)	Ravi Went	ID No.	2863839	DATE:	
Captain		ID No.		17 / 11 / 2017 (DD/MM/YY)	
F/O		ID No.		Flight Time: 2.0	
Evaluation			Result		
			S	SB	U
1. Attitude			✓		
2. Preparation			✓		
3. Knowledge of SOP's			✓		
4. Knowledge of Recommended Techniques			✓		
5. Communication Skills (English)			✓		
6. Instructional Skills			✓		
7. Simulator Operation			✓		
8. Critical Evaluation Skills			✓		
9. Reports (including simulator discrepancies)			✓		
Certification:					
The above-named Instructor is or is not cleared for continued training activities.					

Form 14: IP Stan./Eval. Report (Cont.)

Assessment	S	B	U
Preparation			
A. Arrived on time	✓		
B. Knew which exercise scheduled	✓		
C. Familiar with content	✓		
D. Knew the training syllabi	✓		
E. Verified simulator compliance with MEL	✓		
I. Briefing			
A. Set the tone	✓		
B. Conditions of flight	✓		
C. Summary of profile for each C/M	✓		
D. Detail explanation of maneuvers	✓		
E. Use of training aids (grease board)	✓		
F. Interactive – questions from trainees	✓		
II. Simulator			
A. Set up correct	✓		
B. ATC	✓		
C. Interaction	✓		
D. Timing (slewing, reposition, etc.)	✓		
E. Compliance with syllabus	✓		
1. System malfunction	✓		
2. Flight maneuvers	✓		
F. Train – to – proficiency	✓		
1. Repeat maneuvers	✓		
2. Additional training	✓		
III. Debriefing			
A. Set the tone	✓		
B. Start with positive items	✓		
C. Review of system malfunctions	✓		
D. Review of maneuvers	✓		
E. Reported performance	✓		
1. Grading	✓		
2. Analysis of reasons	✓		
3. Recommended follow up actions	✓		
IV. Training Record			
A. EAC training record	✓		
V. Simulator Records			
A. Simulator record complete	✓		
B. Simulator malfunctions record	✓		

S: Satisfactory / SB: Satisfactory with briefing/ U: Unsatisfactory

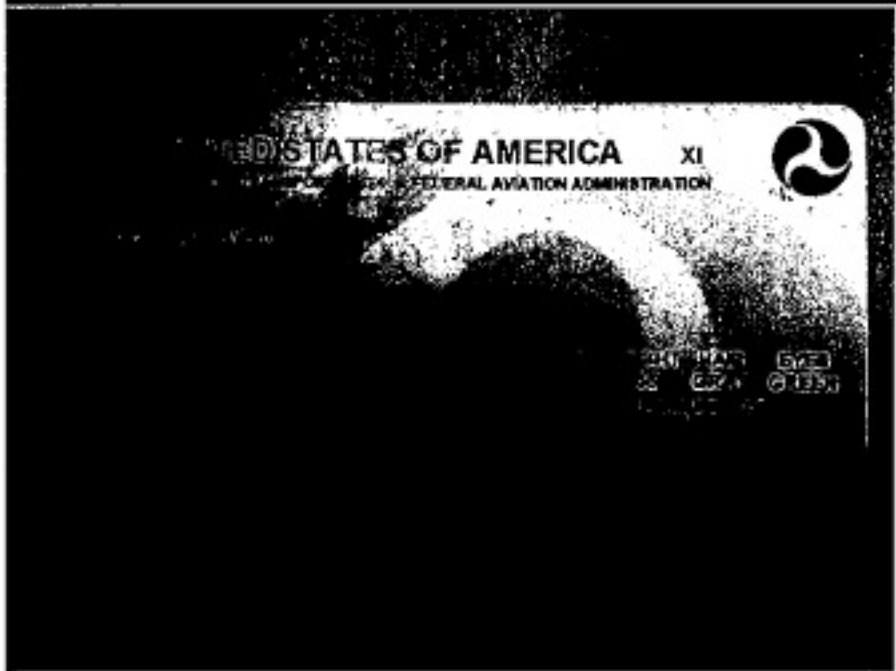
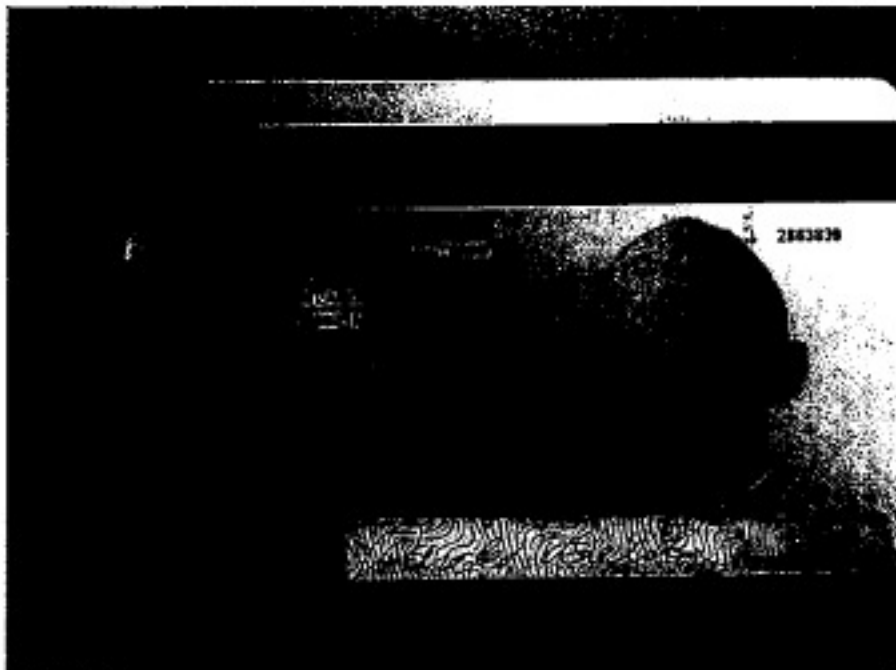
附件四：委任考驗人員三員之各項資格證照

CAE SimuFlite Inc.-Dallas委任DE名單資料

<i>BE-400 (Hawker 400 XP)</i>				
Name	ATP #	FAA Approved Expires	TCE #	CAA Approved Expires
James C. Warnock	2367351	30-Apr-18	2367351ST7X	30-Nov-17
Ronald Lee Welch	2863839	31-Aug-18	2863839ST7X	30-Nov-17
Joseph B. Sears	2922197	31-May-18	2922197ST7X	NIL
Ralph E. Kolstad	1682595	30-Jun-18	1682595ST7X	NIL

Remark

RESUME - AVIATION BACKGROUND AND EXPERIENCE			
Name:		Ronald Lee Welch (50730)	
Applicable Certificates Held		Certificate Number	Date of Issue
ATP	Airplane ME Land	2863839	02/24/2006
Aircraft Type Ratings Held:			
BE-400	BE-300	B-737	L-382
MU-300			
Flight Experience Hours:		Part 142 Experience - ST7X	
Total	7,900	TCE Functions #	Simulator
Multiengine	7,600	TCE #	2863839ST7X
Turbine	7,600	First Issued BE-400	06/10/2008
Simulator TCE/IP	2,550	First Issued BE-300	01/14/2011
BE-400	3,400	Certification (61.63) & (61.157)	BE-400 BE-300
BE-300	1,250	Proficiency Checks (61.58)	BE-400 BE-300
Part 135 Initial Training Records		Date	Air Carrier
Records Affidavit	N18900-208/215	11/02/2010	Monarch Air
BE-400		Date	Certificate Code
INH Trng & Check	135.337(c)(2)&(3)	08/14/2009	DJFA
REC Trng & Check	135.337(c)(2)&(3)**	07/23/2016	ABOA
FAA Observation	135.339(a)(2)**	07/20/2016	MXIA
Flight Experience	135.337(f)**	07/25/2016	DJFA
Check Airman Trng	135.339(c)&(g)	11/06/2004	ST7X
BE-300		Date	Certificate Code
INH Trng & Check	135.337(c)(2)&(3)	04/19/2010	ABOA
REC Trng & Check	135.337(c)(2)&(3)**	01/07/2016	7RJA
FAA Observation	135.339(a)(2)**	07/20/2016	MXIA
Flight Experience	135.337(f)**	07/25/2016	DJFA
Check Airman Trng	135.339(c)&(g)	01/30/2007	ST7X
BE-400 Check Airman Approvals		BE-300 Check Airman Approvals	
ISJA	6CBA	A2BA	
WY1A	IEYA	MXIA	
IF1A	VXWA	MNGA	
V7PA	UVCA		
E85A	FJTA		
BP5A	MFGA		
Part 135 Crewmember Employment History			
Monarch Air		2010	Present
Solairus Aviation		2006	2010



U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION
 CERTIFICATE OF AUTHORITY

DESIGNATION NO.
 2863839STTX

NAME
 Ronald L. Welch

DESIGNATION EXPIRES
 08/31/2018

DESIGNEE'S SIGNATURE

Is authorized to act in the capacity of a

Training Center Evaluator
 AT FIXED BASE OF OPERATION

CAE SimuFlite, DFW Airport, TX

for the Administrator
 Willis H. Power

08/12/2017
 (DATE)

Willis H. Power
 (Signature)

FAA Form 8430-9 (1-10) FORMERLY FAA FORM 1382

The bearer has received all pertinent instructions and is authorized to act in the capacity set forth on this Certificate of Authority while under the supervision of the following district office or offices:

Office	Date	Inspector's Signature
142 CMO SW-33	08/12/2017	<i>Willis H. Power</i> Willis H. Power

Electronic Forms (PDF)



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

June 12, 2017

Ronald Lee Welch
C/O CAE SimuFlite, Inc.
2929 West Airfield Dr.
DFW Airport, TX 75261

ASW 142 Certificate Management Office
8700 Freepoint Pkwy, Suite 200B
Irving, Texas 75063
214-277-8450, Fax: 214-277-8485

14 CFR PART 142 TCE LETTER OF AUTHORIZATION

Dear Mr. Welch:

This Letter of Authorization (LOA) authorizes **Ronald L. Welch**, certificate number **2863839**, to exercise the privileges of a Training Center Evaluator (TCE) for **CAE SimuFlite, Inc., 2929 West Airfield Dr., DFW Airport, TX 75261**. Your assigned designation number is **2863839ST7X**, which must be used to document each airman certification test or proficiency check that is accomplished in accordance with the authorizations granted by this LOA.

TCE FUNCTION(S) AUTHORIZED Description and Specific Regulatory Reference	SIMULATOR Make - Model - Series
Conduct certification practical tests for the ATP multi-engine land certificate and associated aircraft rating (14 CFR § 61, subpart G).	BE-300-300 BE-400
Conduct the practical test required by 14 CFR § 61.67 Category II authorizations.	N/A
Conduct the proficiency checks required by 14 CFR § 61.58.	BE-300-300 BE-400
Conduct certification practical tests for an additional aircraft rating for any grade of pilot certificate. (14 CFR § 61.63, 14 CFR § 61, subpart G)	BE-300-300 BE-400

This LOA supersedes all previous authorizations and is valid until **August 31, 2018**, unless surrendered, suspended, revoked, superseded, or upon termination of your employment with **CAE SimuFlite, Inc.** Should any of the aforementioned occur, this letter along with your Certificate of Authority and Certificate of Designation must be returned to this office for cancellation. This authorization may be rescinded at any time at the discretion of the Administrator.

Sincerely,

Willis H. Power
Acting Training Center Program Manager



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

ASW 142 Certificate Management Office
8700 Freepoint Pkwy, Suite 200B
Irving, Texas 75063
214-277-8450, Fax: 214-277-8485

June 12, 2017

Ronald Lee Welch
C/O CAE SimuFlite, Inc.
2929 West Airfield Dr.
DFW Airport, TX 75261

14 CFR PART 142 TCE LETTER OF AUTHORIZATION

Dear Mr. Welch:

This Letter of Authorization (LOA) authorizes **Ronald L. Welch**, certificate number **2863839**, to exercise the privileges of a Training Center Program Evaluator (PE) for **CAE SimuFlite, Inc., 2929 West Airfield Dr., DFW Airport, TX 75261**. Your assigned designation number is **2863839ST7X**, which must be used to document each TCE/Instructor certification test or proficiency check that is accomplished in accordance with the authorizations granted by this LOA.

TCE FUNCTION(S) AUTHORIZED Description and Specific Regulatory Reference	SIMULATOR Make - Model - Series
Conduct instructor evaluations in accordance with 14 CFR Section 142.53(a)(1)	BE-300-300 BE-400
Conduct instructor annual proficiency checks in accordance with 14 CFR Section 142.53(a)(7)	BE-300-300 BE-400
Conduct TCE written and annual proficiency checks in accordance with 14 CFR Section 142.55(a)(4)	BE-300-300 BE-400

This LOA supersedes all previous authorizations and is valid until **August 31, 2018**, unless surrendered, suspended, revoked, superseded, or upon termination of your employment with **CAE SimuFlite, Inc.** Should any of the aforementioned occur, this letter along with your Certificate of Authority and Certificate of Designation must be returned to this office for cancellation. This authorization may be rescinded at any time at the discretion of the Administrator.

Sincerely,

Willis H. Power
Acting Training Center Program Manager



Ground Training Record

Name: Ronald Lee Welch

Course#: N400XT-R4-20170731

Company: Airmed International, LLC

Cert Code: MDGA

Category: REC4

Res#: 8496122

Nextant 400XT FAA Recurrent - 4 Day

31 Jul 2017

Ground Training Completed

Air Conditioning and Pressurization - Normal / Abnormals
Aircraft Flight Manual
Aircraft General
Auto Flight System - Normal / Abnormals
Communication Equipment - Normal / Abnormals
Electrical - Normal / Abnormals
Emergency Equipment
Fire Protection - Normal / Abnormals
Flight Controls - Normal / Abnormals
Flight Instruments - Normal / Abnormals
Flight Planning and Performance
FMS Local Area Navigation
Fuel - Normal / Abnormals
Hydraulic - Normal / Abnormals
Ice and Rain - Normal / Abnormals
Introduction and Administration
Landing Gear and Brakes - Normal / Abnormals
Lighting - Review
Navigation Equipment - Normal / Abnormals
Oxygen - Normal / Abnormals
Powerplant - Normal / Abnormals
Weight and Balance

Total Hours: 15.00



RECORD OF TRAINING / CHECKING

Ronald Lee Welch
Airmed International, LLC
Airmed International, LLC, MDGA
Part 135 REC4 Training Program
Beechjet 400

Training Start Date: 31 Jul 2017 / **Reservation #:** 8496122

Ground School: Hours 15.00
Day 1 07/31 IP#89869 Day 2 08/01 IP#90871

Flight Simulator

Pilot Flying:	Hours	4.0
Pilot Monitoring:	Hours	2.0
Total:	Hours	6.0

Total Instrument:	Hours	3.3
-------------------	-------	-----

Total Day Takeoff/Landings:	0/0
-----------------------------	-----

Total Night Takeoff/Landings:	6/6
-------------------------------	-----

ILS Approaches:	4
-----------------	---

Non-Precision Approaches:	4
---------------------------	---

Circle:	2
---------	---

Visual:	2
---------	---

Checks and Tests Completed:

135.293(b)
135.297
BE-400A
Oral 293(a)(2) Variant-Model GRADE
Oral 293(a)(3) Wt. & Balance
Oral Base Aircraft 293 (a)(2)
Oral Base Aircraft 297(c)
PIC Instrument Currency 61.57(d)
PIC Proficiency 61.58/61.56

Richard Cave
Head of Training

08/04/2017

Date
Version 4 - 9/21/2015

Flight Training Record

Name: Ronald Welch

Course#: N400XT-R4-20170731

Company: Airmed International, LLC(MDGA)

Res #: 8496122

Category: REC4

Cert Code: MDGA

Grading Scale: D-Maneuver or Procedure Demonstrated or Discussed-Not Evaluated C-Not Yet Proficient-Additional Training Required P-Proficient-Meets PTS Standards(If Applicable) S-Satisfactory(checkride only) U-Unsatisfactory(checkride only) T-Retrain											
AC MODEL: Beechjet 400						DUTY POSITION: PIC					
Part 135 pilots utilized the MDGA approved SOPs, Maneuvers/Profile and Checklist for training and checking.											
I have reviewed and I am able to operationally train or evaluate the use of MDGA Aircraft Checklists, SOPs, Maneuvers and Profiles and certify that these documents and procedures were used during the training or checking that I performed.											
IP #	90213	51898									
DATE	08/02 2017	08/04 2017									
SIM SESSION #	S7	S8									
Preparation	S7	S8									
Preflight - Interior	P	S									
Preflight - Exterior		S									
Preflight - Flightdeck		S									
Performance Data		S									
Ground Operations	S7	S8									
Start Procedures	P	S									
Taxiing	P	S									
Pretakeoff Checks	P	S									
Parking / Shutdown	P	S									
Take Offs	S7	S8									
Normal	P	S									
Crosswind	P	S									
Engine Failure	P	S									
Rejected	P	S									
Rejected - Low Visibility	P										
Instrument - RVR 500	P										
Instrument - RVR 600		S									
Inflight Maneuvers	S7	S8									
Normal Climb	P										

Flight Training Record

Inflight Maneuvers	S7	S8												
Steep Turns	P	S												
Stalls - Takeoff	P	S												
Stalls - Clean	P	S												
Stalls - Landing	P	S												
Engine Failure/Shutdown	P	S												
Engine Restart	P	S												
Unusual Attitude Recovery	P	S												
Normal Descent	P													
Instrument Procedures	S7	S8												
Departure	P	S												
Arrival	P	S												
Circling Approach	P	S												
Holding	P	S												
Procedure Turn	P	S												
RNAV Departure		S												
Instrument Approaches	S7	S8												
ILS - Engine Out	P	S												
ILS - Autopilot	P	S												
GPS		S												
ILS- Normal		S												
Missed Approaches	S7	S8												
From an ILS	P	S												
From a Nonprecision Approach	P	S												
1 Engine Out	P	S												
Complete	P	S												
Landings	S7	S8												
Normal	P	S												
Crosswind	P	S												
1 Engine Out	P	S												
From an ILS	P	S												
From a Circling Approach	P	S												
From a Visual Approach	P													
No Flap Visual	P	S												
Rejected	P	S												

Flight Training Record

Crew Resource Management	S7	S8												
Briefings	P	S												
Decision Making	P	S												
Workload Management	P	S												
Situational Awareness	P	S												
Positional Awareness	P	S												
Distraction Avoidance	P	S												
Automation Management	P	S												
Com/Nav Procedures	P	S												
CRM / SRM		S												
Leadership		S												
Aimanship	S7	S8												
Adherence to ATC	P	S												
Use of Autopilot	P	S												
Flight Director	P	S												
Use of Checklist	P	S												
Adherence to Maneuver/SOP	P	S												
Emergencies and Abnormals	S7	S8												
Electrical	P	S												
Engine Failure	P	S												
Engine Starting	P	S												
Fuel	P	S												
Windshear Escape-REQUIRED	D													
Flight Controls / Autopilot		S												
NonPrecision Approach - CDI / HSI Based - Group 1	S7	S8												
VOR (Without Vertical Guidance)	P	S												
NonPrecision Approach - GPS Based - Group 2	S7	S8												
GPS (Without Vertical Guidance)	P	S												
ILS - Precision Approach - Group 8	S7	S8												
ILS	P	S												
ILS / DME	P													
Summary Task - Checking Only	S7	S8												
Abnormal Procedures		S												
Emergency Procedures		S												
Second Missed Approach		S												

Flight Training Record

Name: Ronald Welch

Course#: N400XT-R4-20170731

Company: Airmed International, LLC(MDGA)

Res #: 8496122

Category: REC4

Cert Code: MDGA

Date	IP#	From	From	PF	PM	Inst	T/O DAY	LDG Day	ILS	Non-Prec	GPS	Circle	Visual
Sim#	OCM	To	To				Night	Night					
08/02/2017	90213	KJFK		2.0	2.0	1.8	0	0	2	2	1	1	1
S7	U519	KJFK					3	3					
08/04/2017	51898	KJFK		2.0	0.0	1.5	0	0	2	2	1	1	1
S8	RRUS	KJFK					3	3					
Instructor Name (TCE/Check Airman) and #							SIGNOFF						
James Clifford Warnock - 51898							PIC Proficiency 61.58/61.56						
James Clifford Warnock - 51898							PIC Instrument Currency 61.57(d)						
James Clifford Warnock - 51898							Oral Base Aircraft 293 (a)(2)						
James Clifford Warnock - 51898							Oral Base Aircraft 297(c)						
James Clifford Warnock - 51898							Oral 293(a)(2) Variant-Model						
James Clifford Warnock - 51898							Oral 293(a)(2) Variant-Model GRADE						
James Clifford Warnock - 51898							Oral 293(a)(3) Wt. & Balance						
James Clifford Warnock - 51898							135.293(b)						
James Clifford Warnock - 51898							135.297						

I certify that this pilot has completed ground and flight training.	
Norman Colwel Robinson III - 90213	08/02/2017
Digital Signature	Date





Record of Simulator Checks (STI 8410)

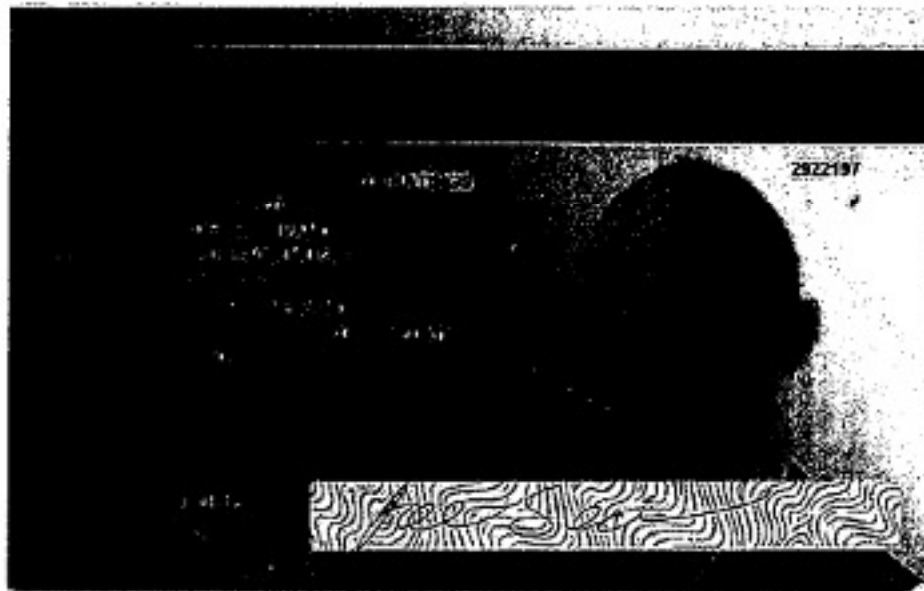
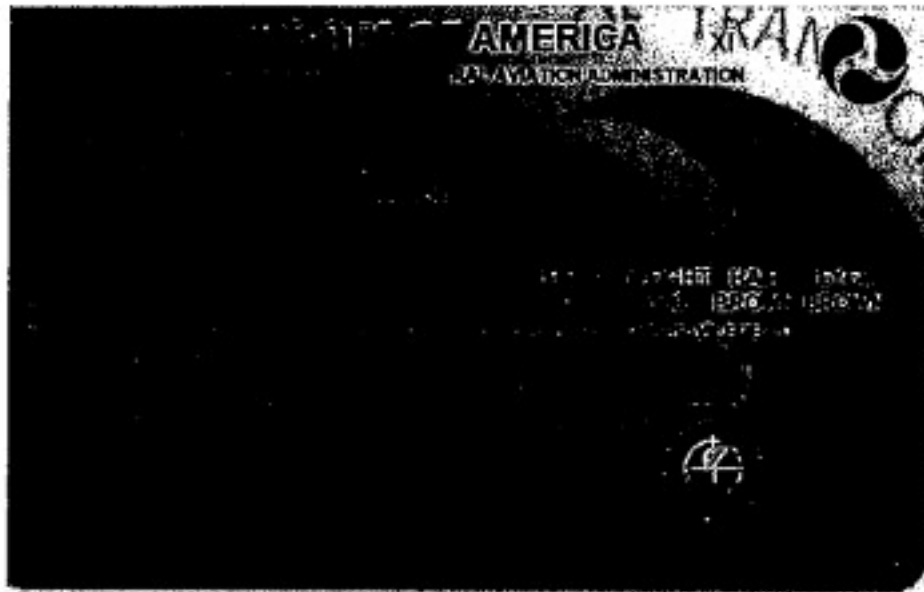
NAME: Ronald Lee Welch
 COMPANY: Armed International, LLC
 CATEGORY: REC4

COURSE#: N400XT-R4-20170731
 RES#: 8496122
 CERT CODE: MDGA

TYPE OF CHECK: <input checked="" type="checkbox"/> PIC 135.293 & 297 <input type="checkbox"/> PIC 135.297(only) <input type="checkbox"/> SIC 135.293			
Ground Operations	Sim 1	<input checked="" type="checkbox"/>	
Preflight (Interior)	S	<input checked="" type="checkbox"/>	
Preflight Exterior	S	<input checked="" type="checkbox"/>	
Start Procedures	S	<input checked="" type="checkbox"/>	
Taxing	S	<input checked="" type="checkbox"/>	
Pro-Takeoff Checks	S	<input checked="" type="checkbox"/>	
Takeoffs	Sim 1	<input checked="" type="checkbox"/>	
Normal	S	<input checked="" type="checkbox"/>	
Crosswind	S	<input checked="" type="checkbox"/>	
Instrument RVR (600)	S	<input checked="" type="checkbox"/>	
With Engine Failure	S	<input checked="" type="checkbox"/>	
Rejected	S	<input checked="" type="checkbox"/>	
In-Flight Maneuvers	Sim 1	<input checked="" type="checkbox"/>	
Steep Turns	S	<input checked="" type="checkbox"/>	
Stall - Takeoff	S	<input checked="" type="checkbox"/>	
Stall - Clean	S	<input checked="" type="checkbox"/>	
Stall - Landing	S	<input checked="" type="checkbox"/>	
Engine Failure /Shutdown	S	<input checked="" type="checkbox"/>	
Engine Restart	S	<input checked="" type="checkbox"/>	
Unusual Attitudes	S	<input checked="" type="checkbox"/>	
Specific Flt. Characteristics	NA	<input checked="" type="checkbox"/>	
Landings	Sim 1	<input checked="" type="checkbox"/>	
Normal	S	<input checked="" type="checkbox"/>	
Crosswind	S	<input checked="" type="checkbox"/>	
From an ILS	S	<input checked="" type="checkbox"/>	
From a Circle	S	<input checked="" type="checkbox"/>	
Rejected	S	<input checked="" type="checkbox"/>	
No-Flap	S	<input checked="" type="checkbox"/>	
1-Engine Out	S	<input checked="" type="checkbox"/>	
2-Engines Out (If Required)	NA	<input checked="" type="checkbox"/>	
Instrument Procedures	Sim 1	<input checked="" type="checkbox"/>	
Departure	S	<input checked="" type="checkbox"/>	
Arrival (FMS)	S	<input checked="" type="checkbox"/>	
Holding	S	<input checked="" type="checkbox"/>	
ILS Approach (1800 RVR)	Sim 1	<input checked="" type="checkbox"/>	
Normal ILS	S	<input checked="" type="checkbox"/>	
Engine-Out ILS	S	<input checked="" type="checkbox"/>	
Autopilot ILS	S	<input checked="" type="checkbox"/>	
Raw Data (If Required)	NA	<input checked="" type="checkbox"/>	
Nonprecision Approach	Sim 1	<input checked="" type="checkbox"/>	
VOR (Without Vertical Guidance)	S	<input checked="" type="checkbox"/>	
GPS (Without Vertical Guidance)	S	<input checked="" type="checkbox"/>	
Circling	S	<input checked="" type="checkbox"/>	
GPS (If Required)	S	<input checked="" type="checkbox"/>	
Missed Approach	Sim 1	<input checked="" type="checkbox"/>	
From an ILS	S	<input checked="" type="checkbox"/>	
Engine Out	S	<input checked="" type="checkbox"/>	
Second Missed Approach	S	<input checked="" type="checkbox"/>	
General	Sim 1	<input checked="" type="checkbox"/>	
Abnormal Procedures	S	<input checked="" type="checkbox"/>	
Emergency Procedures	S	<input checked="" type="checkbox"/>	
Com / Nav Procedures	S	<input checked="" type="checkbox"/>	
Use of Autopilot	S	<input checked="" type="checkbox"/>	
Autopilot in Lieu of Required SIC	NA	<input checked="" type="checkbox"/>	
Judgment	S	<input checked="" type="checkbox"/>	
CRM	S	<input checked="" type="checkbox"/>	
PIC Performance as SIC	NA	<input checked="" type="checkbox"/>	
Adherence to Checklist	S	<input checked="" type="checkbox"/>	
Adherence to Maneuver/SOP	S	<input checked="" type="checkbox"/>	
Right Seat Takeoff/Landing	NA	<input checked="" type="checkbox"/>	
Simulator Type:	BE-400XT		
Simulator Level:	D		
CHECK RESULTS	S/U	DATE	CHECK AIRMAN NAME AND SIGNATURE
Oral 293(a)(1)			
Oral Base Aircraft <input checked="" type="checkbox"/> 293(a)(2) <input checked="" type="checkbox"/> 297	S	08/04/2017	Electronically signed by: James Clifford Warnock
Oral 293(a)(2) Variant-Model: BE-400A	S	08/04/2017	Electronically signed by: James Clifford Warnock
Oral 293(a)(3) WL & Balance	S	08/04/2017	Electronically signed by: James Clifford Warnock
Oral 293(a)(4 -8) Gen Subjects			
Sim Check 1 <input checked="" type="checkbox"/> 293(b) <input checked="" type="checkbox"/> 297(c)	S	08/04/2017	Electronically signed by: James Clifford Warnock
Sim Check 2 <input type="checkbox"/> 293(b) <input type="checkbox"/> 297(c)			
Total Sim Check 1 & 2 Pilot Flying Time:	2.0		Base Month: _____ ** Expires**
Meets requirements of 135.339 & 340 (a)(2) <input type="checkbox"/> Set <input type="checkbox"/> Unset			12 mo 135.293(a)(2)
TCE Observation <input type="checkbox"/> Approved <input type="checkbox"/> Disapproved <input type="checkbox"/> Certification Authority			12 mo 135.293(b)
REGION DISTRICT OFFICE			6 mo 135.297
FAA INSPECTOR'S NAME AND SIGNATURE			REMARKS: T* - Training to proficiency required ** - To be entered by certificate holder

		<h2 style="margin: 0;">TCE Evaluation</h2>			
Please Circle:					
Initial Reinstatement Recurrent					
TCE NAME:					
RONALD LEE WELCH		TYPE OF OBSERVATION		<input checked="" type="radio"/> S	<input type="radio"/> U
US CERTIFICATE NUMBER:		<input type="checkbox"/> Part 61/91		<input checked="" type="checkbox"/> Part 135	
ATP #2863839		<input checked="" type="checkbox"/> Type Rating			
Ground Operations		IOS/Demo		IOS/Demo	
Preflight		Instrument procedures		S	
Start Procedures		Departure		S	
Taxiing		Arrival		S	
Pre Take-off checks		Holding		S	
Takeoffs		Precision Approach			
Normal		Normal <i>ILS 22L</i>		S	
Crosswind		Engine-out <i>ILS 04R</i>		S	
Instrument <i>RVR (600)</i>		Autopilot		S	
With Engine Failure		Raw Data		/	
Rejected		PAR		/	
Inflight Maneuvers		Non-Precision Approach			
Steep Turns		First Type: <i>GRS Y 4L</i>		S	
Approach to Stalls		Second Type: <i>UOR 4L (circ)</i>		S	
Engine Failure/Reight		Circling <i>31R</i>		S	
Unusual Attitudes		Missed Approach (2):			
		From Precision Approach		S	
		From non-Precision		S	
Landings		General			
Normal		Engine-out		S	
Crosswind		Judgement		S	
From an ILS		CRM		S	
With Engine Failure		Com/Nav Procedures		S	
From Circling Approach		Use of Autopilot		S	
From No-Flap Approach		Abnormal & Emergency Procedures			
Rejected Landing		Emergency Descent			
Land and Hold Short		Ditching			
Authority		Selected Systems			
142 TCE - 61.58 (LOA-PC)		1			
142 TCE - 61.63, 61.157 (LOA-PT)		2			
Category III Evaluator (CAT-II)		3			
Program Evaluator (LOA-PE)		4			
Meets requirements for 135.335(a)(2), 135.340(a)(2) - if applicable		5			
Aircraft specific oral conducted					
Inspector/Examiner/Signature:		Date:			
		05-08-2017			
BASE MONTH:		AUGUST		Aircraft type:	
				BE-400A	
S=Satisfactory U=Unsatisfactory		<i>Simulator # 916</i>			

RESUME - AVIATION BACKGROUND AND EXPERIENCE			
Name: Joseph Byron Sears (50739)			
Applicable Certificates Held		Certificate Number	Date of Issue
ATP	Airplane ME Land	2922197	12/30/2008
Aircraft Type Ratings Held			
BE-400	BD-700	BE-300	MU-300
Flight Experience Hours		Part 142 Experience - ST7X	
Total	4,300	TCE Functions #	Simulator
Multiengine	2,500	TCE #	2922197ST7X
Turbine	2,200	First Issued - BE-400	01/30/2006
Simulator TCE / IP	7,300	First Issued - BD-700	05/14/2009
		Certification (61.63) & (61.157)	BE-400
			BD-700
		Proficiency Checks (61.58)	BE-400
			BD-700
Part 135 Initial Training Records		Date	Air Carrier
Air Carrier Records	N 8900-208/215	03/14/2013	Sun Air Jets (S6NA)
BE-400		Date	Certificate Code
INH Trng & Check	135.337(c)(2)&(3)	08/14/2009	DJFA
REC Trng & Check	135.337(c)(2)&(3)**	11/02/2016	FJTA
FAA Observation	135.339(a)(2)**	05/10/2016	FGBA
Flight Experience	135.337(f)**	08/31/2016	DJFA
Check Airman Trng	135.339(e)&(g)	02/14/2005	ST7X
BD-700		Date	Certificate Code
INH Trng & Check	135.337(c)(2)&(3)	03/14/2013	Sun Air Jets (S6NA)
REC Trng & Check	135.337(e)(2)&(3)**	03/27/2016	IJAA
FAA Observation	135.339(a)(2)**	05/10/2016	FGBA
Flight Experience	135.337(f)**	08/31/2016	DJFA
Check Airman Trng	135.339(e)&(g)	01/03/2009	ST7X
BE-400 Check Airman Approvals		BD-700 Check Airman Approvals	
MDGA	ISWA	ABFA	S6NA
ABOA	K95A	CWQA	YKKA
VXWA		J7SA	I1DA
FGBA		O2GA	
MXIA		YNOA	
YWJA		GQVA	
Part 135 Crewmember Employment History			
None			





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

ASW 142 Certificate Management Office
8700 Precept Pkwy, Suite 200B
Irving, Texas 75063
214-277-8450, Fax: 214-277-8485

June 14, 2017

Joseph Byron Sears
C/O CAE SimuFlite, Inc.
2929 West Airfield Dr.
DFW Airport, TX 75261

14 CFR PART 142 TCE LETTER OF AUTHORIZATION

Dear Mr. Sears:

This Letter of Authorization (LOA) authorizes Joseph B. Sears, certificate number 2922197, to exercise the privileges of a Training Center Program Evaluator (PE) for CAE SimuFlite, Inc., 2929 West Airfield Dr., DFW Airport, TX 75261. Your assigned designation number is 2922197ST7X, which must be used to document each TCE/Instructor certification test or proficiency check that is accomplished in accordance with the authorizations granted by this LOA.

TCE FUNCTION(S) AUTHORIZED Description and Specific Regulatory Reference	SIMULATOR Make - Model -Series
Conduct instructor evaluations in accordance with 14 CFR Section 142.53(a)(1)	BE-400
Conduct instructor annual proficiency checks in accordance with 14 CFR Section 142.53(a)(7)	BE-400
Conduct TCE written and annual proficiency checks in accordance with 14 CFR Section 142.55(a)(4)	BE-400

This LOA supersedes all previous authorizations and is valid until May 31, 2018, unless surrendered, suspended, revoked, superseded, or upon termination of your employment with CAE SimuFlite, Inc. Should any of the aforementioned occur, this letter along with your Certificate of Authority and Certificate of Designation must be returned to this office for cancellation. This authorization may be rescinded at any time at the discretion of the Administrator.

Sincerely,


Willis H. Power
Acting Training Center Program Manager



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

ASW 142 Certificate Management Office
8700 Freeport Pkwy, Suite 200B
Irving, Texas 75063
214-277-8450, Fax: 214-277-8485

June 14, 2017

Joseph Byron Sears
C/O CAE SimuFlite, Inc.
2929 West Airfield Dr.
DFW Airport, TX 75261

14 CFR PART 142 TCE LETTER OF AUTHORIZATION

Dear Mr. Sears:

This Letter of Authorization (LOA) authorizes **Joseph B. Sears**, certificate number **2922197**, to exercise the privileges of a Training Center Evaluator (TCE) for **CAE SimuFlite, Inc., 2929 West Airfield Dr., DFW Airport, TX 75261**. Your assigned designation number is **2922197ST7X**, which must be used to document each airman certification test or proficiency check that is accomplished in accordance with the authorizations granted by this LOA.

TCE FUNCTION(S) AUTHORIZED Description and Specific Regulatory Reference	SIMULATOR Make - Model - Series
Conduct certification practical tests for the ATP multi-engine land certificate and associated aircraft rating (14 CFR § 61, subpart G).	BE-400
Conduct the practical test required by 14 CFR § 61.67 Category II authorizations.	N/A
Conduct the proficiency checks required by 14 CFR § 61.58.	BE-400
Conduct certification practical tests for an additional aircraft rating for any grade of pilot certificate. (14 CFR § 61.63, 14 CFR § 61, subpart G)	BE-400

This LOA supersedes all previous authorizations and is valid until **May 31, 2018**, unless surrendered, suspended, revoked, superseded, or upon termination of your employment with **CAE SimuFlite, Inc.** Should any of the aforementioned occur, this letter along with your Certificate of Authority and Certificate of Designation must be returned to this office for cancellation. This authorization may be rescinded at any time at the discretion of the Administrator.

Sincerely,

Willis H. Power
Acting Training Center Program Manager



Ground Training Record

Name: Joseph Byron Sears

Course#: B5R4-20161007

Company: Corporate Flight Management, Inc.

Cert Code: FJTA

Category: REC4-IP

Res#: 8383247

Nextant 400XT FAA Recurrent - 4 Day

07 Oct 2016

Ground Training Completed

Air Conditioning and Pressurization - Normal / Abnormals
Aircraft Flight Manual
Aircraft General
Auto Flight System - Normal / Abnormals
Communication Equipment - Normal / Abnormals
Electrical - Normal / Abnormals
Emergency Equipment
Fire Protection - Normal / Abnormals
Flight Controls - Normal / Abnormals
Flight Instruments - Normal / Abnormals
Flight Planning and Performance
FMS Local Area Navigation
Fuel - Normal / Abnormals
Hydraulic - Normal / Abnormals
Ice and Rain - Normal / Abnormals
Introduction and Administration
Landing Gear and Brakes - Normal / Abnormals
Lighting - Review
Navigation Equipment - Normal / Abnormals
Oxygen - Normal / Abnormals
Performance and Weight and Balance
Powerplant - Normal / Abnormals
Written Exam

Total Hours: 15.00



RECORD OF TRAINING / CHECKING

Joseph Byron Sears
Corporate Flight Management, Inc.
Corporate Flight Management, Inc., FJTA
Part 135 REC4-IP Training Program
Beechjet 400

Training Start Date: 07 Oct 2016 / **Reservation #:** 8383247

Ground School: Hours 15.00

Day 1 10/07 IP#50739 Day 2 10/08 IP#51898

Flight Simulator

Pilot Flying:	Hours	5.5
Pilot Monitoring:	Hours	0.5
Total:	Hours	6.0

Total Instrument: Hours 3.9

Total Day Takeoff/Landings: 0/0

Total Night Takeoff/Landings: 8/8

ILS Approaches: 5

Non-Precision Approaches: 4

Circle: 2

Visual: 2

Checks and Tests Completed:

135.293(b)
135.297
Oral 293(a)(3) Wt. & Balance
Oral Base Aircraft 293 (a)(2)
Oral Base Aircraft 297(c)
PIC Instrument Currency 61.57(d)
PIC Proficiency 61.58/61.56

Additional Simulator Training Completed:

ASE APG

Richard Cave
Head of Training

11/28/2016

Date
Version 4 - 9/21/2015

Flight Training Record

Name: JOSEPH SEARS

Course#: B5R4-20161007

Company: Corporate Flight Management,
Inc.(FJTA)

Res #: 8383247

Category: REC4-IP

Cert Code: FJTA

Grading Scale:									
D-Maneuver or Procedure Demonstrated or Discussed-Not Evaluated									
C-Not Yet Proficient-Additional Training Required									
P-Proficient-Meets PTS Standards(If Applicable)									
S-Satisfactory(checkride only)									
U-Unsatisfactory(checkride only)									
T-Retrain									
AC MODEL: Beechjet 400					DUTY POSITION: PIC				
Part 135 pilots utilized the FJTA approved SOPs, Maneuvers/Profile and Checklist for training and checking.									
I have reviewed and I am able to operationally train or evaluate the use of FJTA Aircraft Checklists, SOPs, Maneuvers and Profiles and certify that these documents and procedures were used during the training or checking that I performed.									
IP #	50730	50730							
DATE	10/18 2016	11/02 2016							
SIM SESSION #	S7	S8							
Customer Requirement	S7	S8							
Right Seat Takeoffs/Landings	P								
Preparation	S7	S8							
Preflight - Interior	P	S							
Preflight - Exterior	P	S							
Preflight - Flightdeck	P	S							
Performance Data	P	S							
Ground Operations	S7	S8							
Start Procedures	P	S							
Taxiing	P	S							
Pretakeoff Checks	P	S							
Parking / Shutdown	P	S							
Take Offs	S7	S8							
Normal	P	S							
Crosswind	P	S							
Engine Failure	P	S							
Rejected	P	S							
Rejected - Low Visibility	P								
Instrument - RVR 500	P	S							

Flight Training Record

Take Offs	S7	S8																
Right Seat	P																	
Inflight Maneuvers	S7	S8																
Normal Climb	P																	
Steep Turns	P	S																
Stalls - Takeoff	P	S																
Stalls - Clean	P	S																
Stalls - Landing	P	S																
Engine Failure/Shutdown	P	S																
Engine Restart	P	S																
Unusual Attitude Recovery	P	S																
Normal Descent	P																	
Instrument Procedures	S7	S8																
Departure	P	S																
Arrival	P	S																
Circling Approach	P	S																
Holding	P	S																
Procedure Turn	P	S																
Instrument Approaches	S7	S8																
ILS- Normal	P	S																
ILS - Engine Out	P	S																
ILS - Autopilot	P	S																
GPS		S																
Missed Approaches	S7	S8																
From an ILS	P	S																
From a Nonprecision Approach	P	S																
1 Engine Out	P	S																
Complete	P	S																
Landings	S7	S8																
Normal	P	S																
Crosswind	P	S																
1 Engine Out	P	S																
From an ILS	P	S																
From a Circling Approach	P	S																
From a Visual Approach	P																	
No Flap Visual	P	S																

Flight Training Record

Landings	S7	S8																	
Rejected	P	S																	
Right Seat	P																		
Crew Resource Management	S7	S8																	
Briefings	P	S																	
Decision Making	P	S																	
CRM / SRM	P	S																	
Leadership	P	S																	
Followership	P	S																	
Workload Management	P	S																	
Situational Awareness	P	S																	
Positional Awareness	P	S																	
Distraction Avoidance	P	S																	
Automation Management	P	S																	
Com/Nav Procedures	P	S																	
Airmanship	S7	S8																	
Adherence to ATC	P	S																	
Use of Autopilot	P	S																	
Flight Director	P	S																	
Use of Checklist	P	S																	
Adherence to Maneuver/SOP	P	S																	
PIC Performance as SIC	P	S																	
Optional Task	S7	S8																	
Air Hazard Avoidance	P																		
GPWS Escape Maneuver *	P																		
ASE APG	P																		
Emergencies and Abnormals	S7	S8																	
Communications / Navigation	P																		
Electrical	P	S																	
Engine Failure	P	S																	
Engine Starting	P	S																	
FMS *	P																		
Fuel	P	S																	
Windshear Escape-REQUIRED	D																		
NonPrecision Approach - CDI / HSI Based - Group 1	S7	S8																	
VOR (Without Vertical Guidance)	P	S																	

Flight Training Record

NonPrecision Approach - GPS Based - Group 2	S7	S8												
GPS (Without Vertical Guidance)	P													
NonPrecision Approach - GPS Based - Group 7	S7	S8												
RNAV (GPS) (With Vertical Guidance)	P	S												
ILS - Precision Approach - Group 8	S7	S8												
ILS	P	S												
ILS / DME	P	S												
Summary Task - Checking Only	S7	S8												
Abnormal Procedures		S												
Emergency Procedures		S												
Second Missed Approach		S												

Flight Training Record

Name: JOSEPH SEARS

Course#: B5R4-20161007

Company: Corporate Flight Management,
Inc.(FJTA)

Res #: 8383247

Category: REC4-IP

Cert Code: FJTA

Date	IP#	From	From	PF	PM	Inst	T/O DAY	LDG Day	ILS	Non-Prec	GPS	Circle	Visual
Sim#	OCM	To	To				Night	Night					
10/18/2016	50730	KJFK	KASE	3.5	0.5	2.4	0	0	3	2	2	1	1
S7	BG56	KJFK	KASE				5	5					
11/02/2016	50730	KJFK		2.0	0.0	1.5	0	0	2	2	1	1	1
S8	U1Y1	KJFK					3	3					
Instructor Name (TCE/Check Airman) and #							SIGNOFF						
Ronald Lee Welch - 50730							PIC Proficiency 61.58/61.56						
Ronald Lee Welch - 50730							PIC Instrument Currency 61.57(d)						
Ronald Lee Welch - 50730							Oral Base Aircraft 293 (a)(2)						
Ronald Lee Welch - 50730							Oral Base Aircraft 297(c)						
Ronald Lee Welch - 50730							Oral 293(a)(3) Wt. & Balance						
Ronald Lee Welch - 50730							135.293(b)						
Ronald Lee Welch - 50730							135.297						

I certify that this pilot has completed ground and flight training.	
Ronald Lee Welch - 50730	10/18/2016
Digital Signature	Date



Record of Simulator Checks (STI 8410)

NAME: Joseph Byron Sears
COMPANY: Corporate Flight Management, Inc.
CATEGORY: REC4-IP

COURSE#: B5R4-20161007
RES#: 8383247
CERT CODE: FJTA

TYPE OF CHECK: PIC 135.293 & 297 PIC 135.297(only) SIC 135.293

CHECK RESULTS	S/U	DATE	CHECK AIRMAN NAME AND SIGNATURE
Oral 293(a)(1)			
Oral Base Aircraft <input checked="" type="checkbox"/> 293(a)(2) <input checked="" type="checkbox"/> 297	S	11/02/2016	Electronically signed by: Ronald Lee Welch
Oral 293(a)(2) Variant-Model:			
Oral 293(a)(3) Wt. & Balance	S	11/02/2016	Electronically signed by: Ronald Lee Welch
Oral 293(a)(4 -8) Gen Subjects			
Sim Check 1 <input checked="" type="checkbox"/> 293(b) <input checked="" type="checkbox"/> 297(c)	S	11/02/2016	Electronically signed by: Ronald Lee Welch
Sim Check 2 <input type="checkbox"/> 293(b) <input type="checkbox"/> 297(c)			
Total Sim Check 1 & 2 Pilot Flying Time:		2.0	Base Month: _____ ** Expires**
Meets requirements of 135.339 & 340 (a)(2) <input type="checkbox"/> Sat <input type="checkbox"/> Unsat			12 mo 135.293(a)(2)
TCE Observation <input type="checkbox"/> Approved <input type="checkbox"/> Disapproved <input type="checkbox"/> Certification Authority			12 mo 135.293(b)
			6 mo 135.297
REGION _____ DISTRICT OFFICE _____			REMARKS: * - Training to proficiency required ** - To be entered by certificate holder
FAA INSPECTOR'S NAME AND SIGNATURE _____			



TCE Evaluation

Please Circle

Initial Reinstatement **Recurrent**

TCE NAME

Pilot Flying - Name:

Joseph Bryon Sears

TAYLOR KITCHENS

ATP 3085525

S

U

US CERTIFICATE NUMBER

ATP #2922197

Part 61/91

Part 135

Type Rating

IOS Demo

IOS Demo

Ground operations

Sim #1

Sim #2

Instrument procedures

Sim #1

Sim #2

Preflight

S

Departure

S

Start Procedures

S

Arrival

S

Taxing

S

Holding

S

Pre Take-off checks

S

Precision approach

Takeoffs

Normal

ILS 4

S

Normal

S

Engine-out

ILS 22L

S

Crosswind

S

Autopilot

S

Instrument RVR(600)

S

Raw Data

S

With Engine Failure

S

PAR

S

Rejected

S

Non-Precision Approach

Inflight Maneuvers

First Type:

RNAV Y22

S

Steep Turns

S

Second Type:

VOR 4L (circ)

S

Approach to Stalls

S

Circling

3/R

S

Engine Failure/Relight

S

Missed Approach (2)

Unusual Attitudes

S

From Precision Approach

S

Landings

From non-Precision

S

Normal

S

Engine-out

S

Crosswind

S

General

From an ILS

S

Judgement

S

With Engine Failure

S

CRM

S

From Circling Approach

S

Com/Nav Procedures

S

From No-Flap Approach

S

Use of Autopilot

S

Rejected Landing

S

Abnormal & Emergency Procedures

Land and Hold Short

S

evaluate only those elements either demonstrated or briefed.

Emergency Descent

Authority

Sim #1

Sim #2

Ditching

142 TCE - 61.58 (LOA-PC)

S

Aircraft Evacuation

142 TCE - 61.63, 61.157 (LOA-PT)

S

Crewmember Incapacitation

Category III Evaluator (CAT-III)

N/A

Windshear

Program Evaluator (LOA-PE)

S

Selected Systems

List those systems evaluated

Meets requirements for 135.339(a)(2), 135.340(a)(2) - if applicable

S

1

Aircraft specific oral conducted

S

2

Inspector/Examiner Signature

Date

3

J. Miller

06-08-17

4

BASE MONTH

MAY

5

Aircraft Type

BE-400A

S=Satisfactory U=Unsatisfactory

RESUME - AVIATION BACKGROUND AND EXPERIENCE			
Name:		Ralph Edward Kolstad (82647)	
Applicable Certificates Held:		Certificate Number	Date of Issue
ATP	Airplane ME Land	1682595	10/19/2015
Aircraft Type Ratings Held:			
BE-400		B-757	B-767
CE-500	FK-100		
Flight Experience Hours:		Part 142 Experience - ST7X	
Total	23,000	TCE Functions #	Simulator
Multiengine	20,000	TCE #	NA
Turbine	20,000	First Issued - BE-400	NA
Simulator TCE / IP		First Issued	
Aircraft Type		Certification (61.63) & (61.157)	NA
		Proficiency Checks (61.58)	NA
Part 135 Initial Training Records		Date	Air Carrier
Records Affidavit	N 8900.208/215	11/13/2015	Executive Air Services
BE-400		Date	Certificate Code
INH. Tng & Check	135.337(c)(2)&(3)	10/19/2015	EVXA
REC. Tng & Check	135.337(c)(2)&(3)**	08/18/2016	VXWA
Training Observation	135.340(a)(2)**	1/22/2016	CVGA
Flight Experience	135.337(f)**	12/08/2016	DJFA
Check Airman Tng	135.339(d)&(e)	01/22/2016	ST7X
		Date	Certificate Code
INH. Tng & Check	135.337(c)(2)&(3)		
REC. Tng & Check	135.337(c)(2)&(3)**		
Training Observation	135.340(a)(2)**		
Flight Experience	135.337(f)**		
Check Airman Tng	135.339(d)&(e)		
BE-400 Check Airman Approvals		Check Airman Approvals	
Part 135 Grewmember Employment History			
Executive Air Services		11/13/2015	

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION
 CERTIFICATE OF AUTHORITY

DESIGNATION NO.
 1682598STTX

NAME
 Ralph E. Kolstad
 DESIGNATION EXPIRES
 06/30/2018

is authorized to act in the capacity of a

Training Center Evaluator

AT FIXED BASE OF OPERATION

CAE SimuFlite, DFW Airport, TX

for the Administrator

06/22/2017 Willis H. Power

(DATE)

DESIGNEE'S SIGNATURE

Ralph E. Kolstad

FAA Form 8430-9 (1-76) FORMERLY FAA FORM 1362

The bearer has received all pertinent instructions and is authorized to act in the capacity set forth on this Certificate of Authority while under the supervision of the following district office or offices:

Office	Date	Inspector's Signature
142 CMO SW-33	06/22/2017	<i>Willis H. Power</i> Willis H. Power

Electronic Form 8430-9 (PDF)



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

ASW 142 Certificate Management Office
8700 Freepport Pkwy, Suite 200B
Irving, Texas 75063
214-277-8450, Fax: 214-277-8485

June 22, 2017

Ralph Edward Kolstad
C/O CAE SimuFlite, Inc.
2929 West Airfield Dr.
DFW Airport, TX 75261

14 CFR PART 142 TCE LETTER OF AUTHORIZATION

Dear Mr. Kolstad:

This Letter of Authorization (LOA) authorizes **Ralph E. Kolstad**, certificate number **1682595**, to exercise the privileges of a Training Center Evaluator (TCE) for **CAE SimuFlite, Inc., 2929 West Airfield Dr., DFW Airport, TX 75261**. Your assigned designation number is **1682595ST7X**, which must be used to document each airman certification test or proficiency check that is accomplished in accordance with the authorizations granted by this LOA.

TCE FUNCTION(S) AUTHORIZED Description and Specific Regulatory Reference	SIMULATOR Make - Model - Series
Conduct certification practical tests for the ATP multi-engine land certificate and associated aircraft rating (14 CFR § 61, subpart G).	BE-400
Conduct the practical test required by 14 CFR § 61.67 Category II authorizations.	N/A
Conduct the proficiency checks required by 14 CFR § 61.58.	BE-400
Conduct certification practical tests for an additional aircraft rating for any grade of pilot certificate. (14 CFR § 61.63, 14 CFR § 61, subpart G)	BE-400

This LOA supersedes all previous authorizations and is valid until **June 30, 2018**, unless surrendered, suspended, revoked, superseded, or upon termination of your employment with **CAE SimuFlite, Inc.** Should any of the aforementioned occur, this letter along with your Certificate of Authority and Certificate of Designation must be returned to this office for cancellation. This authorization may be rescinded at any time at the discretion of the Administrator.

Sincerely,

Willis H. Power
Acting Training Center Program Manager



Ground Training Record

Name: Ralph Edward Kolstad

Course#: B400A-R4-20171009

Company: Flight Options, LLC.

Cert Code: DJFA

Category: REC4

Res#: 8493727

Beechjet 400 Recurrent - 4 Day

09 Oct 2017

Ground Training Completed

Air Conditioning and Pressurization - Normal / Abnormals

Aircraft Flight Manual

Aircraft General

Auto Flight System - Normal / Abnormals

Communication Equipment - Normal / Abnormals

Electrical - Normal / Abnormals

Emergency Equipment

Fire Protection - Normal / Abnormals

Flight Controls - Normal / Abnormals

Flight Instruments - Normal / Abnormals

Flight Planning and Performance

FMS Local Area Navigation

Fuel - Normal / Abnormals

Hydraulic - Normal / Abnormals

Ice and Rain - Normal / Abnormals

Introduction and Administration

Landing Gear and Brakes - Normal / Abnormals

Lighting - Review

Navigation Equipment - Normal / Abnormals

Oxygen - Normal / Abnormals

Powerplant - Normal / Abnormals

Weight and Balance

Total Hours: 15.00



RECORD OF TRAINING / CHECKING

Ralph Edward Kolstad
Flight Options, LLC.
Flight Options, LLC., DJFA
Part 135 REC4 Training Program
Beechjet 400

Training Start Date: 09 Oct 2017 / **Reservation #:** 8493727

Ground School: Hours 15.00
Day 1 10/09 IP#90871 Day 2 10/10 IP#86247

Flight Simulator

Pilot Flying:	Hours	4.0
Pilot Monitoring:	Hours	4.0
Total:	Hours	8.0

Total Instrument:	Hours	3.0
-------------------	-------	-----

Total Day Takeoff/Landings:	0/0
-----------------------------	-----

Total Night Takeoff/Landings:	6/6
-------------------------------	-----

ILS Approaches:	4
-----------------	---

Non-Precision Approaches:	4
---------------------------	---

Circle:	2
---------	---

Visual:	2
---------	---

Checks and Tests Completed:

135.293(b)
135.297
Oral 293(a)(3) Wt. & Balance
Oral Base Aircraft 293 (a)(2)
Oral Base Aircraft 297(c)
PIC Instrument Currency 61.57(d)
PIC Proficiency 61.58/61.56

Richard Cave
Head of Training

10/18/2017

Date
Version 4 - 9/21/2015

Flight Training Record

Name: RALPH KOLSTAD

Course#: B400A-R4-20171009

Company: Flight Options, LLC.(DJFA)

Res #: 8493727

Category: REC4

Cert Code: DJFA

Grading Scale:											
D-Maneuver or Procedure Demonstrated or Discussed-Not Evaluated											
C-Not Yet Proficient-Additional Training Required											
P-Proficient-Meets PTS Standards(If Applicable)											
S-Satisfactory(checkride only)											
U-Unsatisfactory(checkride only)											
T-Retrain											
AC MODEL: Beechjet 400						DUTY POSITION: PIC					
Part 135 pilots utilized the DJFA approved SOPs, Maneuvers/Profile and Checklist for training and checking.											
I have reviewed and I am able to operationally train or evaluate the use of DJFA Aircraft Checklists, SOPs, Maneuvers and Profiles and certify that these documents and procedures were used during the training or checking that I performed.											
IP #	50730	50730									
DATE	10/11 2017	10/12 2017									
SIM SESSION #	S7	S8									
Preparation	S7	S8									
Preflight - Interior	P	S									
Preflight - Exterior	P	S									
Preflight - Flightdeck	P	S									
Performance Data	P	S									
Ground Operations	S7	S8									
Start Procedures	P	S									
Taxling	P	S									
Pretakeoff Checks	P	S									
Parking / Shutdown	P	S									
Take Offs	S7	S8									
Normal	P	S									
Crosswind	P	S									
Engine Failure	P	S									
Rejected	P	S									
Rejected - Low Visibility	P										
Instrument - RVR 500	P	S									
Inflight Maneuvers	S7	S8									
Normal Climb	P										
Steep Turns	P	S									

Flight Training Record

Inflight Maneuvers	S7	S8													
Stalls - Takeoff	P	S													
Stalls - Clean	P	S													
Stalls - Landing	P	S													
Engine Failure/Shutdown	P	S													
Engine Restart	P	S													
Unusual Attitude Recovery	P	S													
Normal Descent	P														
Instrument Procedures	S7	S8													
Departure	P	S													
Arrival	P	S													
Circling Approach	P	S													
Holding	P	S													
Procedure Turn	P	S													
Instrument Approaches	S7	S8													
ILS- Normal	P	S													
ILS - Engine Out	P	S													
ILS - Autopilot	P	S													
GPS		S													
Missed Approaches	S7	S8													
From an ILS	P	S													
From a Nonprecision Approach	P	S													
1 Engine Out	P	S													
Complete	P	S													
Landings	S7	S8													
Normal	P	S													
Crosswind	P	S													
1 Engine Out	P	S													
From an ILS	P	S													
From a Circling Approach	P	S													
From a Visual Approach	P														
No Flap Visual	P	S													
Rejected		S													
Crew Resource Management	S7	S8													
Briefings	P	S													
Decision Making	P	S													

Flight Training Record

Crew Resource Management	S7	S8																	
Workload Management	P																		
Situational Awareness	P	S																	
Positional Awareness	P	S																	
Distraction Avoidance	P	S																	
Automation Management	P																		
Com/Nav Procedures	P	S																	
CRM / SRM		S																	
Airmanship	S7	S8																	
Adherence to ATC	P	S																	
Use of Autopilot	P	S																	
Flight Director	P																		
Use of Checklist	P	S																	
Adherence to Maneuver/SOP	P	S																	
PIC Performance as SIC		S																	
Emergencies and Abnormals	S7	S8																	
Electrical	P	S																	
Engine Failure	P	S																	
Engine Starting	P	S																	
FMS *	P	S																	
Fuel	P	S																	
Windshear Escape-REQUIRED	D																		
NonPrecision Approach - CDI / HSI Based - Group 1	S7	S8																	
VOR (Without Vertical Guidance)	P	S																	
NonPrecision Approach - GPS Based - Group 7	S7	S8																	
RNAV (GPS) (With Vertical Guidance)	P	S																	
ILS - Precision Approach - Group 8	S7	S8																	
ILS	P	S																	
ILS / DME	P	S																	
Summary Task - Checking Only	S7	S8																	
Abnormal Procedures		S																	
Emergency Procedures		S																	
Second Missed Approach		S																	

Flight Training Record

Name: RALPH KOLSTAD

Course#: B400A-R4-20171009

Company: Flight Options, LLC.(DJFA)

Res #: 8493727

Category: REC4

Cert Code: DJFA

Date	IP#	From	From	PF	PM	Inst	T/O DAY	LDG Day	ILS	Non-Prec	GPS	Circle	Visual
Sim#	OCM	To	To				Night	Night					
10/11/2017	50730	KJFK		2.0	2.0	1.5	0	0	2	2	1	1	1
S7	EI71	KJFK					3	3					
10/12/2017	50730	KJFK		2.0	2.0	1.5	0	0	2	2	1	1	1
S8	EI71	KJFK					3	3					
Instructor Name (TCF/Check Airman) and #							SIGNOFF						
Ronald Lee Welch - 50730							PIC Proficiency 61.58/61.56						
Ronald Lee Welch - 50730							PIC Instrument Currency 61.57(d)						
Ronald Lee Welch - 50730							Oral Base Aircraft 293 (a)(2)						
Ronald Lee Welch - 50730							Oral Base Aircraft 297(c)						
Ronald Lee Welch - 50730							Oral 293(a)(3) Wt. & Balance						
Ronald Lee Welch - 50730							135.293(b)						
Ronald Lee Welch - 50730							135.297						

I certify that this pilot has completed ground and flight training.	
Ronald Lee Welch - 50730	10/11/2017
Digital Signature	Date




Record of Simulator Checks (STI 8410)

NAME: Ralph Edward Kolstad
 COMPANY: Flight Options, LLC.
 CATEGORY: REC4

COURSE#: B400A-R4-20171009
 RES#: 8493727
 CERT CODE: DJFA

TYPE OF CHECK:		<input checked="" type="checkbox"/> PIC 135.293 & 297		<input type="checkbox"/> PIC 135.297(only)		<input type="checkbox"/> SIC 135.293		
Ground Operations	Sim 1	<input checked="" type="checkbox"/>				Instrument Procedures	Sim 1	<input checked="" type="checkbox"/>
Preflight (Interior)	S	<input checked="" type="checkbox"/>				Departure	S	<input checked="" type="checkbox"/>
Preflight Exterior	S	<input checked="" type="checkbox"/>				Arrival (FMS)	S	<input checked="" type="checkbox"/>
Start Procedures	S	<input checked="" type="checkbox"/>				Holding	S	<input checked="" type="checkbox"/>
Taxing	S	<input checked="" type="checkbox"/>				ILS Approach (1800 RVR)	Sim 1	<input checked="" type="checkbox"/>
Pre-Takeoff Checks	S	<input checked="" type="checkbox"/>				Normal ILS	S	<input checked="" type="checkbox"/>
Takeoffs	Sim 1	<input checked="" type="checkbox"/>				Engine-Out ILS	S	<input checked="" type="checkbox"/>
Normal	S	<input checked="" type="checkbox"/>				Autopilot ILS	S	<input checked="" type="checkbox"/>
Crosswind	S	<input checked="" type="checkbox"/>				Raw Data (If Required)	NA	<input checked="" type="checkbox"/>
Instrument RVR (500)	S	<input checked="" type="checkbox"/>				Nonprecision Approach	Sim 1	<input checked="" type="checkbox"/>
With Engine Failure	S	<input checked="" type="checkbox"/>				VOR (Without Vertical Guidance)	S	<input checked="" type="checkbox"/>
Rejected	S	<input checked="" type="checkbox"/>				RNAV (GPS) (With Vertical Guidance)	S	<input checked="" type="checkbox"/>
In-Flight Maneuvers	Sim 1	<input checked="" type="checkbox"/>				Simulator Type: BE-400A		
Steep Turns	S	<input checked="" type="checkbox"/>				Simulator Level: D		
Stall - Takeoff	S	<input checked="" type="checkbox"/>				Circling	S	<input checked="" type="checkbox"/>
Stall - Clean	S	<input checked="" type="checkbox"/>				GPS (If Required)	S	<input checked="" type="checkbox"/>
Stall - Landing	S	<input checked="" type="checkbox"/>				Missed Approach	Sim 1	<input checked="" type="checkbox"/>
Engine Failure /Shutdown	S	<input checked="" type="checkbox"/>				From an ILS	S	<input checked="" type="checkbox"/>
Engine Restart	S	<input checked="" type="checkbox"/>				Engine Out	S	<input checked="" type="checkbox"/>
Unusual Attitudes	S	<input checked="" type="checkbox"/>				Second Missed Approach	S	<input checked="" type="checkbox"/>
Specific Ft. Characteristics	NA	<input checked="" type="checkbox"/>				General	Sim 1	<input checked="" type="checkbox"/>
Landings	Sim 1	<input checked="" type="checkbox"/>				Abnormal Procedures	S	<input checked="" type="checkbox"/>
Normal	S	<input checked="" type="checkbox"/>				Emergency Procedures	S	<input checked="" type="checkbox"/>
Crosswind	S	<input checked="" type="checkbox"/>				Com / Nav Procedures	S	<input checked="" type="checkbox"/>
From an ILS	S	<input checked="" type="checkbox"/>				Use of Autopilot	S	<input checked="" type="checkbox"/>
From a Circle	S	<input checked="" type="checkbox"/>				Autopilot in Lieu of Required SIC	NA	<input checked="" type="checkbox"/>
Rejected	S	<input checked="" type="checkbox"/>				Judgment	S	<input checked="" type="checkbox"/>
No-Flap	S	<input checked="" type="checkbox"/>				CRM	S	<input checked="" type="checkbox"/>
1-Engine Out	S	<input checked="" type="checkbox"/>				PIC Performance as SIC	S	<input checked="" type="checkbox"/>
2-Engines Out (If Required)	NA	<input checked="" type="checkbox"/>				Adherence to Checklist	S	<input checked="" type="checkbox"/>
						Adherence to Maneuver/SOP	S	<input checked="" type="checkbox"/>
						Right Seat Takeoff/Landing	NA	<input checked="" type="checkbox"/>
CHECK RESULTS		S/U	DATE	CHECK AIRMAN NAME AND SIGNATURE				
Oral 293(a)(1)								
Oral Base Aircraft <input checked="" type="checkbox"/> 293(a)(2) <input checked="" type="checkbox"/> 297		S	10/12/2017	Electronically signed by: Ronald Lee Welch				
Oral 293(a)(2) Variant-Model:								
Oral 293(a)(3) WL & Balance		S	10/12/2017	Electronically signed by: Ronald Lee Welch				
Oral 293(a)(4-8) Gen Subjects								
Sim Check 1 <input checked="" type="checkbox"/> 293(b) <input checked="" type="checkbox"/> 297(c)		S	10/12/2017	Electronically signed by: Ronald Lee Welch				
Sim Check 2 <input type="checkbox"/> 293(b) <input type="checkbox"/> 297(c)								
Total Sim Check 1 & 2 Pilot Flying Time:			2.0	Base Month: _____ **		Expires**		
Meets requirements of 135.339 & 340 (a)(2) <input type="checkbox"/> Sat <input type="checkbox"/> Unsat				12 mo 135.293(a)(2)				
TCE Observation <input type="checkbox"/> Approved <input type="checkbox"/> Disapproved <input type="checkbox"/> Certification Authority				12 mo 135.293(b)				
REGION _____ DISTRICT OFFICE _____				6 mo 135.297				
FAA INSPECTOR'S NAME AND SIGNATURE _____				REMARKS: T* - Training to proficiency required ** - To be entered by certificate holder				

		TCE Evaluation <i>06-12-2017</i>			
Please Circle					
<input checked="" type="radio"/> Initial <input type="radio"/> Reinstatement <input type="radio"/> Recurrent					
TCE NAME		Pilot Flying - Name:			
Ralph Edward Kolstad		<i>FERNANDO DOS REIS</i> <i>ATP 3521310</i>		<input checked="" type="radio"/> S <input type="radio"/> U	
US CERTIFICATE NUMBER		<input type="checkbox"/> Part 61/91 <input checked="" type="checkbox"/> Part 135 <input checked="" type="checkbox"/> Type Rating			
ATP #1682595					
		IOS Demo		IOS Demo	
		Sim #1	Sim #2		
Ground operations				Instrument procedures	
Preflight		S		Departure	
Start Procedures		S		Arrival	
Taxing		S		Holding	
Pre Take-off checks		S		Precision approach	
Takeoffs				Normal <i>ILS 22L</i>	
Normal		S		Engine-out <i>ILS 04R</i>	
Crosswind		S		Autopilot	
Instrument <i>RVR(500)</i>		S		Raw Data	
With Engine Failure		S		PAR	
Rejected		S		Non-Precision Approach	
Inflight Maneuvers				First Type: <i>GPS Y 4L</i>	
Steep Turns		S		Second Type: <i>VOR 4L circ</i>	
Approach to Stalls		S		Circling <i>3IR</i>	
Engine Failure/Relight		S		Missed Approach (2)	
Unusual Attitudes		S		From Precision Approach	
Landings				From non-Precision	
Normal		S		Engine-out	
Crosswind		S		General	
From an ILS		S		Judgement	
With Engine Failure		S		CRM	
From Circling Approach		S		Com/Nav Procedures	
From No-Flap Approach		S		Use of Autopilot	
Rejected Landing		S		Abnormal & Emergency Procedures	
Land and Hold Short		S		evaluate only those elements either demonstrated or briefed	
				Emergency Descent	
Authority		Sim #1	Sim #2	Ditching	
142 TCE - 61.58 (LOA-PC)		S		Aircraft Evacuation	
142 TCE - 61.63, 61.157 (LOA-PT)		S		Crewmember Incapacitation	
Category II/III Evaluator (CAT-II)		N/A		Windshear	
Program Evaluator (LOA-PE)		N/A		Selected Systems	
				List these systems evaluated	
Meets requirements for 135.339(a)(2), 135.340(a)(2) - if applicable		S		1	
Aircraft specific oral conducted		S		2	
Inspector/Examiner Signature		Date		3	
<i>JDMiller SU-33</i> BASE MONTH		<i>06-12-2017</i> JUNE		4	
				5	
				Aircraft Type	
				BE-400A	
S=Satisfactory U=Unsatisfactory		<i>Sim # 0767</i>			

中華民國交通部民用航空局

CIVIL AERONAUTICS ADMINISTRATION

MINISTRY OF TRANSPORTATION AND COMMUNICATIONS

REPUBLIC OF CHINA

FAX:886.2-23496071

TEL:886.2-23496339

中華民國
台北市松山機場
SUNG SHAN AIRPORT
TAIPEI, TAIWAN 116
REPUBLIC OF CHINA

To Whom It May Concern,

This letter provides information that Captain Ronald L. Welch, (FAA 2863839) is appointed, in accordance with pertinent Taiwan Civil Aeronautics Administration (CAA) regulations, as a Designated Pilot Examiner serving Executive Aviation Corporations from November 17, 2017 to November 16, 2018.

His identity thus holds the privilege of Taiwan CAA to issue the BE-400-A type rating check for the pilot of Executive Aviation Taiwan Corporations.

Signed this 17th day of November, 2017.



Lin, Jann-Rong

POI

Flight Standards Division
Civil Aeronautics Administration

中華民國交通部民用航空局

CIVIL AERONAUTICS ADMINISTRATION

FAX:886.2-23496071
TEL:886.2-23496359

MINISTRY OF TRANSPORTATION AND COMMUNICATIONS
REPUBLIC OF CHINA

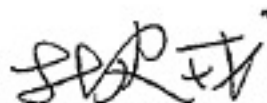
中華民國
台北松山機場
SUNG SHAN AIRPORT
TAIPEI, TAIWAN 116
REPUBLIC OF CHINA

To Whom It May Concern,

This letter provides information that Captain Joseph B. Sears, (FAA 2922197) is appointed, in accordance with pertinent Taiwan Civil Aeronautics Administration (CAA) regulations, as a Designated Pilot Examiner serving Executive Aviation Taiwan Corporations from November 17, 2017 to November 16, 2018.

His identity thus holds the privilege of Taiwan CAA to issue the BE-400-A type rating check for the pilot of Executive Aviation Taiwan Corporations.

Signed this 17th day of November, 2017.



Lin, Jann-Rong

POI

Flight Standards Division
Civil Aeronautics Administration

中華民國交通部民用航空局

CIVIL AERONAUTICS ADMINISTRATION

FAX:886.2-23496071
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MINISTRY OF TRANSPORTATION AND COMMUNICATIONS
REPUBLIC OF CHINA

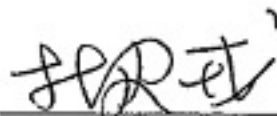
中華民國
台北松山機場
SUNG SHAN AIRPORT
TAIPEI, TAIWAN 116
REPUBLIC OF CHINA

To Whom It May Concern,

This letter provides information that Captain Ralph E. Kolstad, (FAA 1682595) is appointed, in accordance with pertinent Taiwan Civil Aeronautics Administration (CAA) regulations, as a Designated Pilot Examiner serving Executive Aviation Taiwan Corporations from November 17, 2017 to November 16, 2018.

His identity thus holds the privilege of Taiwan CAA to issue the BE-400-A type rating check for the pilot of Executive Aviation Taiwan Corporation.

Signed this 17th day of November 2017.



Lin, Jann-Rong

POI

Flight Standards Division
Civil Aeronautics Administration

Federal Aviation Administration National Simulator Program



Statement of Qualification

The Federal Aviation Administration (FAA)
National Simulator Program has evaluated the Flight Simulation Training
Device (FSTD) listed below. This FSTD has been found to meet
the standards set forth in the qualification document described below:

Sponsor: CAE SimuFlite Inc.
Location: Dallas
Aircraft Type: BE-400-A
FAA Identification Number: 767
Qualification Basis: 120-40B/40C Draft
Qualification Level: D

Issued by the National Simulator Program
on April 20, 2017.

Handwritten signature of Lawrence McDonald in black ink.

Lawrence McDonald
Manager, National Simulator Program
Federal Aviation Administration

To maintain qualification, the FSTD must meet all of the standards and specifications of the qualification basis and is subject to the conditions and limitations listed in the last FAA FSTD Evaluation Report. This certificate is not transferable, and unless, revoked, suspended, or amended, shall remain in effect until May 31, 2018.

Federal Aviation Administration National Simulator Program FSTD Information Form	Sponsor:	CAE SimuFlite Inc.
	FSTD ID:	767
	Aircraft Type:	BE-400-A

Email Form to: 9-ASO-AFS205-NSP-SIMULATOR-SCHEDULING@faa.gov

Sponsor Submission Date: 04/20/2017			
Section 1 FSTD Sponsor Information			
Sponsor Name:	CAE SimuFlite Inc.	FSTD Location:	DFW Airport, TX
Address:	2929 W. Airfield Dr.	Physical Address:	2929 W. Airfield Dr.
City:	DFW Airport	City:	DFW Airport
State/ProvTerr:	TX	State:	TX
Country:	USA	Country:	USA
ZIP:	75261	ZIP:	75261
Sponsor ID No: (FAA Certificate Number)	ST7X	Nearest Airport: (Apt Code)	KDFW
Local FAA Authority: FAA Training Program Approval Authority: (TPAA)			
Name:	Willis Power (Interim)		
Address:	8700 Freeport Parkway, Suite 200B	Office Phone:	
City:	Irving	Cell:	817-657-4788
State:	TX	Fax:	214-277-8485
ZIP:	75063	Email:	willis.h.power@faa.gov
FAA Alternate POC (APM, FTPM, if required)			
Name:			
Address:		Office Phone:	
City/State:		Cell:	
State:		Fax:	
ZIP:		Email:	
FSTD Management Representative:			
Name:	Harry Liberge		
Address 1:	2929 W. Airfield Dr.	Office Phone:	972-947-5041
City/State:	DFW Airport	Cell:	214-502-8892
State:	TX	Fax:	972-456-8147
ZIP:	75261	Email:	harry.liberge@cae.com
FSTD Contact:			
Name:	Michael McGee		
Address 1:	2929 W. Airfield Dr.	Office Phone:	972-456-8102
City/State:	DFW Airport	Cell:	
State:	TX	Fax:	972-456-8147
ZIP:	75261	Email:	michael.mcgee@cae.com

Federal Aviation Administration National Simulator Program FSTD Information Form	Sponsor: CAE SimuFlite Inc.
	FSTD ID: 767
	Aircraft Type: BE-400-A

Section 2. FSTD Information			
Aircraft make/model/series:	Raytheon Beech Jet 400A	A/C Common Name:	Beech Jet 400A
Qualification Basis: Qualification Level:	AC120-40B/40C draft D	Manufacture Serial No.:	
Base Month: April	<input checked="" type="checkbox"/> Full Flight Simulator (FFS) <input type="checkbox"/> Flight Training Device (FTD)	Sponsor's FSTD ID:	B4
National Aviation Authority Qualification (For BASA-SIP Evaluations only):			
NAA Name:			
NAA FSTD ID No:		NAA Qualification Basis:	
NAA Qualification Level:			
Technical Information:			
FAA FSTD ID No: 767 (If Applicable)	Convertible FSTD: <input type="checkbox"/> Yes	FSTD Manufacturer:	NLX
<input checked="" type="checkbox"/> eMQTG	Conv. FAA FSTD ID No.	Date of Manufacture:	2001
FSTD Configurations:			
Pri. Engine Type/Thrust: Alt. Engine Type/Thrust: Alt. Engine Type/Thrust: Alt. Engine Type/Thrust:	P&W JT15D-5 / / /	FADEC Version	N/A
Flight Instrumentation/Systems:	<input checked="" type="checkbox"/> EFIS <input type="checkbox"/> HUD/HGS <input type="checkbox"/> EVS <input checked="" type="checkbox"/> WX Radar <input type="checkbox"/> NVG <input checked="" type="checkbox"/> GPS <input checked="" type="checkbox"/> GPWS <input checked="" type="checkbox"/> FMS <input checked="" type="checkbox"/> TCAS Ver: 7.1 <input type="checkbox"/> CPDLC <input type="checkbox"/> EFB Class: <input type="checkbox"/> Other:		
FSTD seats available: #	4	Fit. control data revision: N/A	
FSTD host computer: Intel Pentium III 850MHz, VME-based		Aero model/data: N/A	
Visual image generator: Tropos 6223		Avionics Type/Suite: Collins ProLine 4 Tube EFIS Display	
Visual system display: SEOS Panorama 180° X 40° FOV. 3 chan.		Avionics Std/Rev: N/A	
Visual projector: Barco FL35 4MP LED		FMS: Collins AMS-5000	
Motion system: Thales, Six Degree-of-Freedom, 60-inch Stroke, Hydrostatic System			
Airport Qualification Models: <input type="checkbox"/> If illustrations or other presentations are attached please specify: <input type="checkbox"/>			
Airport Qualification Model 1 / Available In-Use Runways / Taxiway:	KJFK / All		
Airport Qualification Model 2 / Available In-Use Runways / Taxiway:	KSEA / All		
Airport Qualification Model 3 / Available In-Use Runways / Taxiway:	PANC / All		
Visual Ground Segment:	KJFK Airport Designator	4R Landing Runway	

Federal Aviation Administration National Simulator Program FSTD Information Form	Sponsor:	CAE SimuFlite Inc.
	FSTD ID:	767
	Aircraft Type:	BE-400-A

Section 3a. Level 6 and Above--Additional FSTD Qualified Maneuvers, Procedures, Tasks, and Functions (For Level 4 and 5 see Section 3c below)
(not stated in 14CFR Part 60 Appendix (A,B,C, or D) Attachment 1, Table 1B)

Except for Non-Qualified items stated in section 4 below, this FSTD is qualified to perform all maneuvers, procedures, tasks, and functions listed in the applicable QPS Appendix, Tables 1B and 1C of 14 CFR Part 60 as amended. Additionally, this FSTD is qualified to perform maneuvers, procedures, tasks, and functions annotated in sections 3a, 3b, or 3c below. Specific use of this device in conjunction with any training program must be approved by the FAA Training Program Approval Authority (TPAA).

FAA Qualifying Official(s): Dunwoody			
Area/Function/Maneuver	Requested (Sponsor Use)	Qualified (FAA Use Only)	Remarks (Including Partial Task Limitations)
CAT I: (RVR 2400/1800 ft. DH 200 ft)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
CAT II: (RVR 1200 ft. DH 100 ft)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
CAT III: (lowest minimum evaluated) RVR, DH ft.	<input type="checkbox"/>	<input type="checkbox"/>	
Circling Approach: KJFK / 4L or 4R / 31R	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Windshear Training	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Auto-coupled Approach	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Auto Go Around	<input type="checkbox"/>	<input type="checkbox"/>	
Auto-land / Roll Out Guidance	<input type="checkbox"/>	<input type="checkbox"/>	
TCAS/ACAS I / II	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	TCAS II Version 7.1
WX-Radar	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
HUD / HGS	<input type="checkbox"/>	<input type="checkbox"/>	
EFVS	<input type="checkbox"/>	<input type="checkbox"/>	
TAWS (GPWS / EGPWS)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
SMGCS: KSEA / Cargo Ramp, Spot 44, G,B, C/D, 16L; Land 16C, NIP, B/A, G; Spot 44, Cargo; RVR <1200-800, bidirectional	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Enhanced Taxi Markings: KSEA Cargo ramp 4, Spot 44, GBC HP16L	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
RWSL/LANSO	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/> LPV <input checked="" type="checkbox"/> GPS <input type="checkbox"/> WAAS	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
RNP/AR	<input type="checkbox"/>	<input type="checkbox"/>	
ADS-B <input type="checkbox"/> In	<input type="checkbox"/>	<input type="checkbox"/>	
Full Stall (14 CFR Part 60 (2016)/FSTD Directive 2)	<input type="checkbox"/>	<input type="checkbox"/>	
UPRT (14 CFR Part 60 (2016)/FSTD Directive 2)	<input type="checkbox"/>	<input type="checkbox"/>	
Icing (14 CFR Part 60 (2016)/FSTD Directive 2)	<input type="checkbox"/>	<input type="checkbox"/>	
Realistic Gusting Crosswind(14 CFR Part 60 (2016)/FSTD Directive 2)	<input type="checkbox"/>	<input type="checkbox"/>	
Bounced Landing (14 CFR Part 60 (2016)/FSTD Directive 2)	<input type="checkbox"/>	<input type="checkbox"/>	

Federal Aviation Administration National Simulator Program FSTD Information Form	Sponsor:	CAE SimuFlite Inc.
	FSTD ID:	767
	Aircraft Type:	BE-400-A

Section 3b. Additional Helicopter FSTD Qualified Maneuvers, Procedures, Tasks, and Functions
(not stated in 14CFR Part 60 Appendix (C or D) Attachment 1, Table 1B)

Area/Function/Maneuver	Requested (Sponsor Use)	Qualified (FAA Use Only)	Remarks (Including Partial Task Limitations)
Helicopter Slope Landings	<input type="checkbox"/>	<input type="checkbox"/>	
Helicopter External Load Operations	<input type="checkbox"/>	<input type="checkbox"/>	
Helicopter Pinnacle Approach to Landings	<input type="checkbox"/>	<input type="checkbox"/>	
Helicopter Night Vision Maneuvers Evaluated with Class A Lens <input type="checkbox"/> Class B Lens <input type="checkbox"/> NVG Confined Area Location:	<input type="checkbox"/>	<input type="checkbox"/>	
Helicopter Category A Takeoffs	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	

Section 3c. Level 4 & 5 FSTD Only – Optionally Qualified Maneuvers, Procedures, Tasks, and Functions as defined in Table B1B and D1B.

Area/Function/Maneuver	Requested (Sponsor Use)	Qualified (FAA Use Only)	Remarks (Including Partial Task Limitations)
Preflight Procedures			
Preflight Inspection (flight deck only)	<input type="checkbox"/>	<input type="checkbox"/>	
Engine Start	<input type="checkbox"/>	<input type="checkbox"/>	
Pre-takeoff Checks	<input type="checkbox"/>	<input type="checkbox"/>	
In-flight Maneuvers			
Approach to Stalls	<input type="checkbox"/>	<input type="checkbox"/>	Level 5 Only
Engine Failure (procedures only)	<input type="checkbox"/>	<input type="checkbox"/>	Level 5 Only
Specific Flight Characteristics incorporated into the user's approved flight training program	<input type="checkbox"/>	<input type="checkbox"/>	
Instrument Procedures			
Standard Terminal Arrival/Flight Management System Arrival	<input type="checkbox"/>	<input type="checkbox"/>	Level 5 Only
Holding	<input type="checkbox"/>	<input type="checkbox"/>	Level 5 Only
Precision Instrument, all engines operating	<input type="checkbox"/>	<input type="checkbox"/>	Level 5 Only
Non-Precision Instrument, all engines operating	<input type="checkbox"/>	<input type="checkbox"/>	Level 5 Only
Missed Approach	<input type="checkbox"/>	<input type="checkbox"/>	Level 5 Only
Landings and Approaches to Landings			
Visual Approaches (normal, steep, shallow) with visual system	<input type="checkbox"/>	<input type="checkbox"/>	Level 5 Helicopter
Normal and Abnormal Procedures			
Powerplant	<input type="checkbox"/>	<input type="checkbox"/>	
Fuel System	<input type="checkbox"/>	<input type="checkbox"/>	

Federal Aviation Administration National Simulator Program FSTD Information Form	Sponsor:	CAE SimuFlite Inc.
	FSTD ID:	767
	Aircraft Type:	BE-400-A

Area/Function/Maneuver	Requested (Sponsor Use)	Qualified (FAA Use Only)	Remarks (Including Partial Task Limitations)
Electrical System.	<input type="checkbox"/>	<input type="checkbox"/>	
Environmental and Pressurization Systems	<input type="checkbox"/>	<input type="checkbox"/>	
Fire Detection and Extinguisher Systems	<input type="checkbox"/>	<input type="checkbox"/>	
Navigation and Avionics Systems	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Automatic Flight Control System, Electronic Flight Instrument System, and Related Subsystems.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Flight Control Systems	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Anti-ice and Deice Systems	<input type="checkbox"/>	<input type="checkbox"/>	
Aircraft and Personal Emergency Equipment	<input type="checkbox"/>	<input type="checkbox"/>	
Emergency Procedures			
Emergency Descent (Max Rate)	<input type="checkbox"/>	<input type="checkbox"/>	Level 5 Only
Inflight fire and smoke removal	<input type="checkbox"/>	<input type="checkbox"/>	Level 5 Only
Rapid Decompression	<input type="checkbox"/>	<input type="checkbox"/>	Level 5 Only
Emergency Evacuation	<input type="checkbox"/>	<input type="checkbox"/>	
Post flight Procedures			
After-Landing Procedures	<input type="checkbox"/>	<input type="checkbox"/>	
Rotor brake operation.	<input type="checkbox"/>	<input type="checkbox"/>	Helicopter only
Abnormal/emergency procedures	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	

Section 4. Non Qualified Tasks

FSTD users should also observe any Non-Qualified Tasks or Missing, Malfunctioning, or Inoperative (MMI) Components noted on the most recent FAA evaluation report or in the Sponsor discrepancy log that may or may not result in a training, testing, or checking restriction.

Maneuvers, Procedures, Tasks, and Functions for which this FSTD is NOT Qualified

Area/Function/Maneuver	Remarks
1.	
2.	
3.	
4.	
5.	
6.	

TAKEOFF OBSTACLE NOTES (CONTD)
BETTE, GRECI, HAPIE, MERIT, DEEZZ RWAY AND
KENNEDY DEPARTURES (CONTD):

• RWY 20R:
 LIGHTS BEGINNING 8' FROM OBL, 3' LEFT OF CENTERLINE, UP TO 2' AGL/15' MSL.
 LIGHTS 33' FROM OBL, ON CENTERLINE, 2' AGL/13' MSL. LIGHTS BEGINNING 10'
 FROM OBL, 2' RIGHT OF CENTERLINE, UP TO 2' AGL/12' MSL. ELECTRICAL SYSTEM,
 ELECTRICAL BOX, AND LIGHTS BEGINNING 181' FROM OBL, ON CENTERLINE, AND
 1507' FROM OBL, ON CENTERLINE, UP TO 2' AGL/17' MSL. FRANCES, SACKETT, AND PILES
 BEGINNING 164' FROM OBL, 115' LEFT OF CENTERLINE, UP TO 10' AGL/20' MSL. LIGHTS
 AND TOWS BEGINNING 557' FROM OBL, 974' RIGHT OF CENTERLINE, UP TO 2' AGL/
 48' MSL. LIGHTS AND PILES BEGINNING 1443' FROM OBL, 242' LEFT OF CENTERLINE,
 UP TO 35' AGL/13' MSL. PILE 2143' FROM OBL, 502' RIGHT OF CENTERLINE, 24' AGL/
 65' MSL. ANTENNA 2014' FROM OBL, 1557' RIGHT OF CENTERLINE, 111' AGL/130' MSL.

SKORR RWAY DEPARTURE:

• RWY 31C:
 TOW 1029' FROM OBL, 424' LEFT OF CENTERLINE, 79' AGL/11' MSL. BEGIN 253' FROM
 OBL, 308' LEFT OF CENTERLINE, 12' AGL/25' MSL.

• RWY 31E:
 TOW 252' FROM OBL, 654' LEFT OF CENTERLINE, 29' AGL/25' MSL. TOW 561' FROM OBL,
 442' RIGHT OF CENTERLINE, 30' AGL/22' MSL. METEOR LIGHT POLES STARTING 1443'
 FROM OBL, 251' LEFT OF CENTERLINE, UP TO 44' AGL/20' MSL. METEOR OR 8040 251'
 FROM OBL, 251' LEFT OF CENTERLINE, UP TO 44' AGL/20' MSL. METEOR OR 8040 251'
 LIGHTS ON PILES AND PILES STARTING 244' FROM OBL, 15' LEFT OF CENTERLINE,
 UP TO 17' AGL/31' MSL. OBSTRUCTION LIGHT ON PILE 631' FROM OBL, 299' RIGHT OF
 CENTERLINE, 37' AGL/21' MSL. APPROACH LIGHT 193' FROM OBL, 67' RIGHT OF
 CENTERLINE, 2' AGL/14' MSL. FENCE 418' FROM OBL, 302' RIGHT OF CENTERLINE,
 10' AGL/22' MSL.

