



Learjet

Training Guide

January 2010



Course Definitions

CFR Part 91 Pilot Training

IA - Initial	Qualifies a pilot to act as PIC in accordance with 14 CFR Section 61.63 or 61.157.
IS - Initial SIC	Qualifies a pilot to act as SIC in accordance with 14 CFR Section 61.55.
R# - Recurrent	Ensures a PIC or SIC is adequately trained and currently proficient in accordance with 14 CFR Section 61.58/61.55.
UR - Upgrade	Qualifies a pilot who has qualified as SIC to act as a PIC in accordance with 14 CFR Section 61.63 or 61.157.

CFR Part 135 Pilot Training

INE-A - Initial Equipment - A	Qualifies a current crewmember for the certificate holder to act as PIC or SIC in accordance with 14 CFR Section 135.293/297. Pilot has not been previously qualified in transport category aircraft for the certificate holder. Pilot has no Part 91 or Part 135 flight experience or last checkride was more than 36 months ago.
INE-D - Initial Equipment - D	Qualifies a current crewmember for the certificate holder to act as PIC or SIC in accordance with 14 CFR Section 135.293/297. Pilot has not been previously qualified in transport category aircraft for the certificate holder. Pilot has Part 91 or Part 135 flight experience and last checkride is within the last 35 months.
INH-A - Initial New Hire - A	Qualifies a newly hired pilot to act as PIC or SIC for the certificate holder in accordance with 14 CFR Section 135.293/297. Pilot has no Part 91 or Part 135 flight experience or last checkride was more than 36 months ago.
INH-D - Initial New Hire - D	Qualifies a newly hired pilot to act as PIC or SIC for the certificate holder in accordance with 14 CFR Section 135.293/297. Pilot has Part 91 or Part 135 flight experience and last checkride is within the last 35 months.
INH-S - Initial New Hire - SIC	Provides training to a newly hired individual to act as SIC for the certificate holder in accordance with 14 CFR Section 135.293/297.
REC - Recurrent	Ensures flight crewmembers continue to be knowledgeable and proficient in aircraft and duty position in accordance with 14 CFR Section 135.293/297.
REQ-A - Requalification - A	Qualifies a crewmember, previously qualified by the certificate holder, who is overdue by more than 36 months for training and checking in accordance with 14 CFR Section 135.293/297.
REQ-D - Requalification - D	Qualifies a crewmember, previously qualified by the certificate holder, who is overdue by 35 months or less for training and checking in accordance with 14 CFR Section 135.293/297.
TRA-A Transition - A	Qualifies a current crewmember for the certificate holder to act as PIC or SIC in accordance with 14 CFR Section 135.293/297. Pilot has previously qualified as a crewmember and is being reassigned on a different type within the same aircraft category. Pilot has no Part 91 or Part 135 flight experience or last checkride was more than 36 months ago.
TRA-D Transition - D	Qualifies a current crewmember for the certificate holder to act as PIC or SIC in accordance with 14 CFR Section 135.293/297. Pilot has previously qualified as a crewmember and is being reassigned on a different type within the same aircraft category. Pilot has Part 91 or Part 135 flight experience and last checkride was within the past 35 months.
UPG-A Upgrade - A	Qualifies a pilot (with less than 200 hours) who is currently SIC for the certificate holder to act as PIC in accordance with 14 CFR Section 135.293/297.
UPG-D Upgrade - D	Qualifies a pilot (with 200 hours within the last 12 months) who is currently SIC for the certificate holder to act as PIC in accordance with 14 CFR Section 135.293/297.



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* The number is a CAE SimuFlite reference to a specific simulator session.

R4/5 Learjet 25

Ground School (15 hours)

Flight Training R4 (8 hours - crew, 6 hours - single)

R5 (12 hours - crew, 9 hours - single)

01		02		03		04		05	
Ground School									
*00 Intro and Admin	36 Ice & Rain Abs/Emer	---		---		---			
50 Flight Manual	30 Hydraulics Abs/Emer								
01 Aircraft Overview	31 Landing Gear								
39 Communications	Abs/Emer								
Abs/Emer	32 Brakes Abs/Emer								
40 Instruments	33 Flight Controls								
Abs/Emer	Abs/Emer								
41 Navigation Abd/Emer	53 Performance/Weight								
42 Autopilot Abs/Emer	& Balance Review								
26 Powerplant									
Abs/Emer									
37 Fire Protection									
Abs/Emer									
28 Fuel Abs/Emer									
29 Electrical Abs/Emer									
34 Pressurization									
Abs/Emer									
35 Air Conditioning									
Abs/Emer									
38 Oxygen Abs/Emer									
43 Lighting Review									
45 Emergency									
Equipment Review									
Flight Training									
---		---		99 S. 15 Cold Weather Procedures		100 S.16 Hot Weather Procedures		87 LOFT/SPOT/LOE	
						R4 Ends			

* The number at the beginning of each lesson is a reference to CAE SimuFlite training modules.

UR Learjet 25

Ground School (20 hours)

Flight Training (16 hours - crew, 11 hours - single)

01	02	03	04	05	06
Ground School					
*00 Intro and Admin 50 Flight Manual 01 Aircraft Overview 39 Communications Abs/Emer 40 Instruments Abs/Emer 41 Navigation Abd/Emer 42 Autopilot Abs/Emer 26 Powerplant Abs/Emer 37 Fire Protection Abs/Emer 28 Fuel Abs/Emer 29 Electrical Abs/Emer 34 Pressurization Abs/Emer 35 Air Conditioning Abs/Emer 38 Oxygen Abs/Emer 43 Lighting Review 45 Emergency Equipment Review	36 Ice & Rain Abs/Emer 30 Hydraulics Abs/Emer 31 Landing Gear Abs/Emer 32 Brakes Abs/Emer 33 Flight Controls Abs/Emer 53 Performance/Weight & Balance Review	—	71 Performance & Limitations Review 72 Systems & Procedures Review	—	79 Oral Exam
Flight Training					
—	—	99 S. 15 Cold Weather Procedures	100 S. 16 Hot Weather Procedures	91 S. 7 Recommendation & Review	92 S. 8 Checkride

* The number at the beginning of each lesson is a reference to CAE SimuFlite training modules.

IA Learjet 25

Ground School (48.5 hours)

Flight Training (28 hours - crew, 20 hours - single)

IS

Ground School (43.5 hours)

Flight Training (12 hours - crew, 9 hours - single)

01		02		03		04		05		06	
Ground School											
*00 Intro and Admin	15 Communications	10 Pressurization	51 Flight Planning & Performance	26 Powerplant Abs/Emer	—						
50 Flight Manual	16 Instruments	11 Air Conditioning	48 Cockpit Familiarization & Use of Checklists	37 Fire Protection Abs/Emer							
01 Aircraft Overview	17 Navigation	14 Oxygen	49 Flight Profiles & Maneuvers	28 Fuel Abs/Emer							
19 Emergency Equipment	18 Autopilot	12 Ice & Rain		29 Electrical Abs/Emer							
02 Powerplant	06 Hydraulics	09 Flight Controls		30 Hydraulics Abs/Emer							
13 Fire Protection	07 Landing Gear	52 Weight & Balance		31 Landing Gear Abs/Emer							
04 Fuel	08 Brakes			32 Brakes Abs/Emer							
	05 Electrical										
	20 Lighting										
73 Self Check # 1	74 Self Check # 2	75 Self Check # 3	76 Self Check # 4	77 Self Check # 5	78 Self Check # 6						
Flight Training											
—					85 S. 1 Normal Maneuvers & Procedures						

07		08		09		10		11		12	
Ground School											
34 Pressurization Abs/Emer	33 Flight Controls Abs/Emer	—		—		71 Performance & Limitations Review	79 Oral Exam				
35 Air Conditioning Abs/Emer						72 Systems & Procedures Review					
38 Oxygen Abs/Emer											
36 Ice & Rain Abs & Emer											
Flight Training											
86 S. 2 Abnormal & Emergency Procedures	88 S. 4 Engine Out Procedures	89 S. 5 Cold Weather Operations	90 S. 6 Hot Weather Operations	91 S. 7 Recommendation & Review	92 S. 8 Checkride						
IS ends SEE NOTE											

IS NOTE: One takeoff and one landing in the aircraft is required prior to serving as an SIC. This is normally accomplished by the operator.

* The number at the beginning of each lesson is a reference to CAE SimuFlite training modules.

R4/5 Learjet 35/55

Ground School (15 hours)

Flight Training R4 (8 hours - crew, 6 hours - single)

R5 (12 hours - crew, 9 hours - single)

01	02	03	04	05
Ground School				
*00 Intro and Admin	25 FMS	---	---	---
50 Flight Manual	36 Ice & Rain Abs/Emer			
01 Aircraft Overview	30 Hydraulics Abs/Emer			
39 Communications Abs/Emer	31 Landing Gear Abs/Emer			
40 Instruments Abs/Emer	32 Brakes Abs/Emer			
41 Navigation Abs/Emer	33 Flight Controls Abs/Emer			
42 Autopilot Abs/Emer	53 Performance/Weight & Balance Review			
26 Powerplant Abs/Emer				
37 Fire Protection Abs/Emer				
28 Fuel Abs/Emer				
29 Electrical Abs/Emer				
34 Pressurization Abs/Emer				
35 Air Conditioning Abs/Emer				
38 Oxygen Abs/Emer				
43 Lighting Review				
45 Emergency Equipment Review				
Flight Training				
---	---	99 S. 15 Cold Weather Procedures	100 S.16 Hot Weather Procedures	87 LOFT/SPOT/LOE
			R4 Ends	

UR Learjet 35/55

Ground School (20 hours)

Flight Training (16 hours - crew, 11 hours - single)

01	02	03	04	05	06
Ground School					
*00 Intro and Admin 50 Flight Manual 01 Aircraft Overview 39 Communications Abs/Emer 40 Instruments Abs/Emer 41 Navigation Abd/Emer 42 Autopilot Abs/Emer 26 Powerplant Abs/Emer 37 Fire Protection Abs/Emer 28 Fuel Abs/Emer 29 Electrical Abs/Emer 34 Pressurization Abs/Emer 35 Air Conditioning Abs/Emer 38 Oxygen Abs/Emer 43 Lighting Review 45 Emergency Equipment Review	25 FMS Local Area Navigation 36 Ice & Rain Abs/Emer 30 Hydraulics Abs/Emer 31 Landing Gear Abs/Emer 32 Brakes Abs/Emer 33 Flight Controls Abs/Emer 53 Performance/Weight & Balance Review	—	71 Performance & Limitations Review 72 Systems & Procedures Review	—	79 Oral Exam
Flight Training					
—	—	99 S. 15 Cold Weather Procedures	100 S. 16 Hot Weather Procedures	91 S. 7 Recommendation & Review	92 S. 8 Checkride

* The number at the beginning of each lesson is a reference to CAE SimuFlite training modules.

IA Learjet 35/55

Ground School (48.5 hours)

Flight Training (28 hours - crew, 20 hours - single)

IS

Ground School (43.5 hours)

Flight Training (12 hours - crew, 9 hours - single)

01	02	03	04	05	06	07
Ground School						
*00 Intro and Admin 50 Flight Manual 01 Aircraft Overview 19 Emergency Equipment 02 Powerplant 13 Fire Protection 04 Fuel 73 Self Check # 1	15 Communications 16 Instruments 17 Navigation 18 Autopilot 06 Hydraulics 07 Landing Gear 08 Brakes 05 Electrical 20 Lighting 74 Self Check # 2	10 Pressurization 11 Air Conditioning 14 Oxygen 12 Ice & Rain 09 Flight Controls 52 Weight & Balance 75 Self Check # 3	51 Flight Planning & Performance 48 Cockpit Familiarization & Use of Checklists 49 Flight Profiles & Maneuvers 25 FMS Local Area Navigation 76 Self Check # 4	26 Powerplant Abs/Emer 37 Fire Protection Abs/Emer 28 Fuel Abs/Emer 29 Electrical Abs/Emer 30 Hydraulics Abs/Emer 31 Landing Gear Abs/Emer 32 Brakes Abs/Emer 77 Self Check # 5 78 Self Check # 6	34 Pressurization Abs/Emer 35 Air Conditioning Abs/Emer 38 Oxygen Abs/Emer 36 Ice & Rain Abs/Emer 33 Flight Controls Abs/Emer	<i>Day Off May Vary</i>
Flight Training						
—	—	—	—	—	—	

08	09	10	11	12	13	14
Ground School						
—	—	—	—	—	71 Performance & Limitations Review 72 Systems & Procedures Review	79 Oral Exam
Flight Training						
85 S. 1 Normal Maneuvers & Procedures	86 S. 2 Abnormal & Emergency Procedures	88 S. 4 Engine Out Procedures	89 S. 5 Cold Weather Operations	90 S. 6 Hot Weather Operations	91 S. 7 Recommendation & Review	92 S. 8 Checkride
		IS ends SEE NOTE				

IS NOTE: One takeoff and one landing in the aircraft is required prior to serving as an SIC. This is normally accomplished by the operator.

* The number at the beginning of each lesson is a reference to CAE SimuFlite training modules.

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REC-4/REC-CC

Ground School (17 hours)

Flight Training REC-4 (8 hours - crew, 6 hours - single)

REC-CC (12 hours - crew, 9 hours - single)

01		02		03		04		05	
*00	Intro and Admin	**25	FMS Local Area Navigation	---		79	Oral Exam	---	
50	Flight Manual	36	Ice & Rain Abs/Emer						
01	Aircraft Overview	30	Hydraulics Abs/Emer						
39	Communications Abs/Emer	31	Landing Gear Abs/Emer						
40	Instruments Abs/Emer	32	Brakes Abs/Emer						
41	Navigation Abd/Emer	33	Flight Controls Abs/Emer						
42	Autopilot Abs/Emer	53	Performance/Weight & Balance Review						
26	Powerplant Abs/Emer								
37	Fire Protection Abs/Emer								
28	Fuel Abs/Emer								
29	Electrical Abs/Emer								
34	Pressurization Abs/Emer								
35	Air Conditioning Abs/Emer								
38	Oxygen Abs/Emer								
43	Lighting Review								
45	Emergency Equipment Review								
Flight Training									
---		---		91	S. 7 Recommendation & Review	92	S. 8 Checkride	92	S. 8 Checkride
						REC-4 Ends			

* The number at the beginning of each lesson is a reference to CAE SimuFlite training modules.

** Applicable to 35/55 models only and operations approved for FMS/GPS.

REC-5

Ground School (17 hours)

Flight Training (12 hours - crew, 9 hours - single)

01	02	03	04	05
Ground School				
*00 Intro and Admin 50 Flight Manual 01 Aircraft Overview 39 Communications Abs/Emer 40 Instruments Abs/Emer 41 Navigation Abd/Emer 42 Autopilot Abs/Emer 26 Powerplant Abs/Emer 37 Fire Protection Abs/Emer 28 Fuel Abs/Emer 29 Electrical Abs/Emer 34 Pressurization Abs/Emer 35 Air Conditioning Abs/Emer 38 Oxygen Abs/Emer 43 Lighting Review 45 Emergency Equipment Review	**25 FMS Local Area Navigation 36 Ice & Rain Abs/Emer 30 Hydraulics Abs/Emer 31 Landing Gear Abs/Emer 32 Brakes Abs/Emer 33 Flight Controls Abs/Emer 53 Performance/Weight & Balance Review	—	—	79 Oral Exam
Flight Training				
—	—	99 S. 15 Cold Weather Procedures	100 S.16 Hot Weather Procedures	92 S. 8 Checkride

* The number at the beginning of each lesson is a reference to CAE SimuFlite training modules.

** Applicable to 35/55 models only and operations approved for FMS/GPS.

INH-A, TRA-A, INE-A, REQ-A, UPG-A Learjet 25

Ground School (48.5 hours)

Flight Training (28.5 hours - crew, 20.5 hours - single)

INH-S

Ground School (43.5 hours)

Flight Training (12 hours - crew, 9 hours - single)

01		02		03		04		05		06	
Ground School											
*00 Intro and Admin 50 Flight Manual 01 Aircraft Overview 19 Emergency Equipment 02 Powerplant 13 Fire Protection 04 Fuel 73 Self Check # 1	15 Communications 16 Instruments 17 Navigation 18 Autopilot 06 Hydraulics 07 Landing Gear 08 Brakes 05 Electrical 20 Lighting 74 Self Check # 2	10 Pressurization 11 Air Conditioning 14 Oxygen 12 Ice & Rain 09 Flight Controls 52 Weight & Balance 75 Self Check # 3	51 Flight Planning & Performance 48 Cockpit Familiarization & Use of Checklists 49 Flight Profiles & Maneuvers 76 Self Check # 4	26 Powerplant Abs/Emer 37 Fire Protection Abs/Emer 28 Fuel Abs/Emer 29 Electrical Abs/Emer 30 Hydraulics Abs/Emer 31 Landing Gear Abs/Emer 32 Brakes Abs/Emer 77 Self Check # 5 78 Self Check # 6							
Flight Training											
										85 S. 1 Normal Maneuvers & Procedures	

07		08		09		10		11		12	
Ground School											
34 Pressurization Abs/Emer 35 Air Conditioning Abs/Emer 38 Oxygen Abs/Emer 36 Ice & Rain Abs & Emer	33 Flight Controls Abs/Emer							71 Performance & Limitations Review 72 Systems & Procedures Review	79 Oral Exam		
Flight Training											
86 S. 2 Abnormal & Emergency Procedures	88 S. 4 Engine Out Procedures	89 S. 5 Cold Weather Operations	90 S. 6 Hot Weather Operations	91 S. 7 Recommendation & Review	92 S. 8 Checkride						
INH-S ends SEE NOTE											

INH-S NOTE: Additional ground and flight training may be required to meet the minimum hours in the Certificate Holder's approved training program. Checking is the responsibility of the Certificate Holder and will be accomplished in the actual airplane.

* The number at the beginning of each lesson is a reference to CAE SimuFlite training modules.

INH-A, TRA-A, INE-A, REQ-A, UPG-A Learjet 35/55

Ground School (48.5 hours)

Flight Training (28 hours - crew, 20 hours - single)

INH-S

Ground School (43.5 hours)

Flight Training (12 hours - crew, 9 hours - single)

01	02	03	04	05	06	07
Ground School						
*00 Intro and Admin 50 Flight Manual 01 Aircraft Overview 19 Emergency Equipment 02 Powerplant 13 Fire Protection 04 Fuel 73 Self Check # 1	15 Communications 16 Instruments 17 Navigation 18 Autopilot 06 Hydraulics 07 Landing Gear 08 Brakes 05 Electrical 20 Lighting 74 Self Check # 2	10 Pressurization 11 Air Conditioning 14 Oxygen 12 Ice & Rain 09 Flight Controls 52 Weight & Balance 75 Self Check # 3	51 Flight Planning & Performance 48 Cockpit Familiarization & Use of Checklists 49 Flight Profiles & Maneuvers 25 FMS Local Area Navigation 76 Self Check # 4	26 Powerplant Abs/Emer 37 Fire Protection Abs/Emer 28 Fuel Abs/Emer 29 Electrical Abs/Emer 30 Hydraulics Abs/Emer 31 Landing Gear Abs/Emer 32 Brakes Abs/Emer 77 Self Check # 5 78 Self Check # 6	34 Pressurization Abs/Emer 35 Air Conditioning Abs/Emer 38 Oxygen Abs/Emer 36 Ice & Rain Abs/Emer 33 Flight Controls Abs/Emer	<i>Day Off May Vary</i>
Flight Training						
—	—	—	—	—	—	

08	09	10	11	12	13	14
Ground School						
—	—	—	—	—	71 Performance & Limitations Review 72 Systems & Procedures Review	79 Oral Exam
Flight Training						
85 S. 1 Normal Maneuvers & Procedures	86 S. 2 Abnormal & Emergency Procedures	88 S. 4 Engine Out Procedures	89 S. 5 Cold Weather Operations	90 S. 6 Hot Weather Operations	91 S. 7 Recommendation & Review	92 S. 8 Checkride
		INH-S ends SEE NOTE				

INH-S NOTE: Additional ground and flight training may be required to meet the minimum hours in the Certificate Holder's approved training program. Checking is the responsibility of the Certificate Holder and will be accomplished in the actual airplane.

* The number at the beginning of each lesson is a reference to CAE SimuFlite training modules.

INH-D, INE-D, TRA-D, UPG-D, REQ-D

Ground School (20 hours)

Flight Training (16 hours - crew, 11 hours - single)

01	02	03	04	05	06
Ground School					
*00 Intro and Admin 50 Flight Manual 01 Aircraft Overview 39 Communications Abs/Emer 40 Instruments Abs/Emer 41 Navigation Abd/Emer 42 Autopilot Abs/Emer 26 Powerplant Abs/Emer 37 Fire Protection Abs/Emer 28 Fuel Abs/Emer 29 Electrical Abs/Emer 34 Pressurization Abs/Emer 35 Air Conditioning Abs/Emer 38 Oxygen Abs/Emer 43 Lighting Review 45 Emergency Equipment Review	**25 FMS Local Area Navigation 36 Ice & Rain Abs/Emer 30 Hydraulics Abs/Emer 31 Landing Gear Abs/Emer 32 Brakes Abs/Emer 33 Flight Controls Abs/Emer 53 Performance/Weight & Balance Review	—	71 Performance & Limitations Review 72 Systems & Procedures Review	—	79 Oral Exam
Flight Training					
—	—	99 S. 15 Cold Weather Procedures	100 S. 16 Hot Weather Procedures	91 S. 7 Recommendation & Review	92 S. 8 Checkride

* The number at the beginning of each lesson is a reference to CAE SimuFlite training modules.

** Applicable only for operations approved for FMS enroute and/or /GPS approaches. Lear 35/55 models only.

Welcome

Welcome to CAE SimuFlite Training International, Inc. CAE SimuFlite is providing this guide to answer the most frequently asked questions.

In this training guide, you will find:

- A condensed training schedule
- A listing of the training requirements for Upgrade (UG), Recurrent (RR), and Transition (TT) pilots.

For your convenience, CAE SimuFlite is open 24 hours, 7 days a week. Normal business hours, are from 0700 - 1800. After normal hours or on weekends and holidays, access is limited to clients enrolled in training courses currently in progress. In order to gain access, press the red entry button at the front door, identify yourself, and make sure you have your client badge in view.

Fire/Tornado Procedures

If a fire warning sounds (continuous ringing), a CAE SimuFlite employee will direct you to the nearest fire exit. Do not attempt to use the elevators. During a fire/smoke emergency, the elevators automatically go to the ground floor level. Do not use the atrium staircase to evacuate.

If you are in a simulator when a fire/smoke alarm sounds, a technician will take the simulator off motion for safe evacuation. Once outside, move away from the building and wait for instructions.

CAE SimuFlite has two areas that serve as tornado shelters. The first is a reinforced hallway directly behind the waterfall in the atrium area; the second is in the basement area on the southwest side of the complex. If a tornado warning sounds (three short rings repeated for one minute or more), a CAE SimuFlite employee will direct you to the appropriate area. Do not use either the atrium staircase or exterior stairwells. Avoid the atrium area completely and wait for further instructions.

Advanced Programs Seminars

Advanced Programs seminars are available to all clients at no extra charge.

A list of current topics is posted in Client Services, on the client message monitors, and in the client lounge. We encourage you to attend one or more seminars during your training. If certificates are required, please contact your Advanced Programs instructor for more information.

Client Services

Client Services representatives are here to assist you.

Client Services is located on the second floor by the client lounge. You can reach a representative by dialing 8080 on the internal phones. If you are not on the premises, call 1-800-527-2463.

If you have any questions or concerns during your training, use any wall phone and dial 8111, 24 hours, 7 days per week for the Client Assistance and Response for Excellence (C.A.R.E.) line. If you are calling from outside the CAE SimuFlite facility and need to reach the C.A.R.E. line, dial 972-456-8111. A representative will relay your request or concern to the appropriate response person. Within a short period of time, your C.A.R.E. representative will respond with an answer or solution.

The message center monitors are conveniently located in the lobby of the main entrance, at the entrances to the wings on the second, third and fourth floor, and the client lounges. All monitors display the same message notifications. You may retrieve your messages at Client Services. The monitors also have Advanced Programs seminar information.

The client lounge is located between Client Services and the Dining Room on the second floor and offers amenities such as coffee, snacks, television, up-to-date weather information, vending machines, current periodicals and newspapers. Although CAE SimuFlite is a non-smoking facility, designated smoking areas are provided. Your instructor can provide directions to the current smoking areas.

Private telephone booths are available outside of room 319A/B and at the entrance of each simulator wing. For internal calls, please use the wall phones.

Aviation Resource Center

CAE SimuFlite maintains one of the finest aviation resource centers (ARC). The ARC contains various research tools to complement your training. These include: interactive system CD ROMs, current periodicals, books including NTSB summaries, and technical manuals for corporate aircraft. Over 400 aviation training videos are available to be viewed during regular business hours in the library, or reserved and picked up at the security station to be viewed at your convenience in the Computer Lab.

The ARC maintains complete workstations including computers loaded with *Microsoft Office* Internet access, *Outlook* for sending and receiving e-mail, and data ports for your personal laptop.

The ARC is open 24 hours, 7 days per week with a librarian available from 0730 - 1730 weekdays and 0900 - 1600 on Saturdays.

Dining Services/Hours:

Breakfast	0700-0930	Mon. - Fri.
Lunch	1100-1430	Mon. - Fri.
Deli & Grill	1100-1430	Sat.

CAE SimuFlite's Dining Room provides a large variety of tasty choices for your dining pleasure. Any item marked with an (*) on the daily menu assures a meal is low in fat content, cholesterol, sodium, and overall caloric content.

If you will be in training during normal serving times, you may order a box lunch from the cashier at Dining Services. Box lunches include: a sandwich made to order, chips, and fruit. Please order box lunches either the day before or by 1400 on the day you need it.

If you have any special dietary needs or catering requests, please contact the chef-on-duty.

Simulator Session(s)

The following objectives apply to *all* simulator sessions.

1. Demonstrate the ability to conduct all appropriate checklists
2. Demonstrate the ability to operate the aircraft safely while using proper checklist procedures.
3. Be able to perform events selected from the specified table; also be prepared to perform any of the events from previous simulator sessions (if applicable).
4. Demonstrate the ability to anticipate operational hazards associated with conditions.
5. Exhibit techniques that effectively distribute the workload while managing abnormal conditions (if applicable).
6. Show the ability to coordinate crew activity to maximize safety and ensure adherence to prescribed procedures and regulations.

Simulator Training Considerations

Simulator Resources

Fly the simulator as you would a real aircraft. Use all available resources (e.g., autopilot, flight director, copilot). You will have an opportunity to show your hand-flying and raw data skills as your instructor fails equipment during each simulator session.

The Cockpit Video System

The instructor may use the cockpit video system (CVS) in the simulator. It is a very low light system that aids in debriefing crew resource management and crew coordination/communication skills. It is not a flight recorder, and it does not show the details of the instrument panel. The instructor erases the tape after the debriefing.

The Simulator

Assume your aircraft is in maintenance for the next two weeks and you have leased another (i.e., the simulator) for the interim. The leased aircraft is comparably equipped, but has differences. Review the cockpit panel art to become familiar with the simulator cockpit.

85
Normal Maneuvers and Procedures
Events:

Simulator Session 1

Preparation

Preflight - Flightdeck

Performance data

Ground Operations

Start Procedures

Taxiing

Pretakeoff Checks

Parking

Shutdown

Takeoffs

Normal

Inflight Maneuvers

Normal climb

Steep Turns

Approach to Stalls - Takeoff

Approach to Stalls - Clean

Approach to Stalls - Landing

Normal Descent

Instrument Procedures

Departure

Arrival

Instrument Approaches

ILS - Normal

Landings

From an ILS

**86
Abnormal and Emergency Procedures**

Simulator Session 2

Events:

Preparation

- Preflight - Exterior/Flightdeck/Cabin
- Performance data

Ground Operations

- Start Procedures
- Taxi
- Pretakeoff Checks

Takeoffs

- Normal/Crosswind

Inflight Maneuvers

- Normal climb
- Steep Turns
- Approach to Stall - Takeoff/Clean/Landing
- Engine Shutdown/ Restart
- Unusual Attitude Recovery
- High Speed Handling
- Specific Flight Characteristics (If Applicable)
- Normal Descent

Instrument Procedures

- Departure/ Arrival
- Circling Approach
- Holding
- Procedure Turn

Instrument Approaches

- Non-Precision Approach
- GPS (If Applicable)

Missed Approaches

- From a Non-Precision
- Complete

Landings

- Normal/Crosswind
- Rejected
- From a Circling Approach

Emergencies and Abnormals

- APU (If Applicable)
- Communications/Navigation
- FMS (If Applicable)
- Flight Instruments
- Engine Starting
- Stall Warning

**88
Engine Out Procedures
Events:**

Preparation:

Performance Data

Takeoffs

Engine Failure

Rejected

Inflight Maneuvers

Engine Shutdown

Engine Restart

Instrument Approaches

ILS - 1 Engine Out

Missed Approaches

ILS - 1 Engine Out

Landings

From an ILS - 1 Engine Out

2 Engines Out - Visual (If Applicable)

Abnormal Procedures

Engine

Fuel

Propeller (If Applicable)

Emergency Procedures

Aircraft Evacuation

Aircraft Fires - Engine

ADDITIONAL PART 135 REQUIREMENTS

Non-Precision Approach - 1 Engine Out (Required)

Engine Failure Second Segment (Optional)

Engine Out Enroute Climb (Optional)

**89
Cold Weather Operations
Events:****Simulator Session 5****Preparation**

Performance Data

Takeoffs

Instrument

Instrument Procedures

Departure/ Arrival

Instrument Approaches

ILS - Autopilot

Non-Precision

Landings

Normal/Crosswind

From an ILS

Abnormal Procedures

Anti-icing

Electrical

Hydraulic

Landing Gear

Brakes

Emergency Procedures

Aircraft Fires (Electrical/Cabin)

Smoke Control

NOTE:

For those curriculums that lead to the issuance of a type rating or ATP, at least one enroute segment must be flown prior to the practical test. This segment must include a takeoff and departure from one airport with an arrival and a landing at a second airport. This segment must be flown on real time without repositioning. Normal and abnormal procedures may be accomplished during the enroute segment. This module may be used to accomplish the enroute segment.

ADDITIONAL PART 135 REQUIREMENTS

Rejected Instrument Takeoff (Required)

Low Visibility Taxi (Required)

ILS - Raw Data (If Required by Operator)

Ice Accumulation on Airframe (Optional)

**90
Hot Weather Operations
Events:****Preparation**

Performance Data

Takeoffs

Engine Failure

Instrument Approaches

Non-Precision

Landings

No Flap Visual

Abnormal Procedures

Air Conditioning

Pressurization

Oxygen

Flight Controls

Autopilot

APU (If Applicable)

Emergency Procedures

Rapid Decompression

Emergency Descent

Windshear Escape

NOTE:

For those curriculums that lead to the issuance of a type rating or ATP, at least one enroute segment must be flown prior to the practical test. This segment must include a takeoff and departure from one airport with an arrival and a landing at a second airport. This segment must be flown on real time without repositioning. Normal and abnormal procedures may be accomplished during the enroute segment. This module may be used to accomplish the enroute segment.

ADDITIONAL PART 135 REQUIREMENTS

Landing with Pitch Mistrim (Required)

Landing with Manual Reversion (If Applicable)

GPWS Escape Maneuver (If Applicable)

Heavy Precipitation/Turbulence (Required)

Thunderstorm Avoidance (Required)

**91
Recommendation and Review
Events:****Simulator Session 7****Preparation**

- Preflight - Exterior/Cabin
- Preflight - Flightdeck
- Performance Data

Ground Operations

- Start Procedures
- Taxiing
- Pretakeoff Checks
- Parking/Shutdown

Takeoffs

- Normal/Crosswind
- Rejected
- Engine Failure
- Instrument

Inflight Maneuvers

- Normal Climb
- Steep Turns
- Approaches to Stalls
- Engine Shutdown/Restart
- Unusual Attitude Recovery
- High Speed Handling
- Specific Flight Characteristics (If Applicable)
- Normal Descent

Instrument Procedures

- Departure
- Arrival
- Holding
- Circling Approach
- Procedure Turn

Instrument Approaches

- ILS - Normal
- ILS - Engine Out
- ILS - Autopilot
- Non-Precision Approach #1
- Non-Precision Approach #2
- GPS Approach (If Applicable)

Missed Approaches

- From an ILS
- From a Non-Precision
- Engine Out
- Complete

Landings

- Normal/Crosswind
- 1 Engine Out
- 2 Engines Out Visual (If Applicable)
- From an ILS
- From a Circling Approach
- No Flap Visual
- Rejected

Abnormal Procedures

- Selected System Abnormals

Emergency Procedures

- Selected System Emergencies
- Windshear Escape

92**Simulator Session 8****Practical Test/Proficiency Check****Events:****Preparation**

- Preflight - Exterior/Cabin
- Preflight - Flightdeck
- Performance Data

Ground Operations

- Start Procedures
- Taxiing
- Pretakeoff Checks
- Parking/Shutdown

Takeoffs

- Normal/Crosswind
- Rejected
- Engine Failure
- Instrument

Inflight Maneuvers

- Normal Climb
- Steep Turns
- Approaches to Stalls
- Engine Shutdown/Restart
- Unusual Attitude Recovery
- Specific Flight Characteristics (If Applicable)
- Normal Descent

Instrument Procedures

- Departure
- Arrival
- Holding
- Circling Approach
- Procedure Turn

Instrument Approaches

- ILS - Normal
- ILS - Engine Out
- ILS - Autopilot
- Non-Precision Approach #1
- Non-Precision Approach #2
- GPS Approach (If Applicable)

Missed Approaches

- From an ILS
- From a Non-Precision
- Engine Out
- Complete

Landings

- Normal/Crosswind
- 1 Engine Out
- 2 Engines Out Visual (If Applicable)
- From an ILS
- From a Circling Approach
- No Flap Visual
- Rejected

Abnormal Procedures

- Selected System Abnormals

Emergency Procedures

- Selected System Emergencies

99 Cold Weather Procedures Events:

Simulator Session 15

Preparation

- Preflight - Exterior/Cockpit/Cabin
- Performance Data

Ground Operations

- Start Procedures
- Pretakeoff Checks
- Taxi/Low Visibility Taxi

Takeoffs

- Normal/Crosswind
- Instrument
- Rejected

Inflight Maneuvers

- Normal Climb
- Steep Turns
- Approaches to Stall - Takeoff/Clean/Landing
- Engine Shutdown/Restart
- Unusual Attitude Recovery
- Normal Descent

Instrument Procedures

- Departure
- Arrival
- Holding
- Circling Approach
- Procedure Turn

Instrument Approaches

- ILS - Engine Out
- Non-Precision Approach

Missed Approaches

- From an ILS - Engine Out

Landings

- From an ILS - Engine Out
- Rejected
- Normal/Crosswind
- From a Circling Approach

Emergencies and Abnormals

- Aircraft Evacuation
- Aircraft Fires
- Anti-ice
- APU
- Electrical
- Engine/ Engine Starting
- Propeller (If Applicable)
- Smoke Control
- Stall Warning

NOTE:

For the Upgrade curriculum, one enroute segment must be flown prior to the practical test. This segment must include a takeoff and departure from one airport with an arrival and a landing at a second airport. This segment must be flown on real time without repositioning. Normal and abnormal procedures may be accomplished during the enroute segment. This module may be used to accomplish the enroute segment.

**100
Hot Weather Procedures
Events:****Simulator Session 16****Preparation**

Performance Data

Ground Operations

Parking

Shutdown

Takeoffs

Engine Failure

Inflight Maneuvers

High Speed Handling

Specific Flight Characteristics (If Applicable)

Instrument Procedures

Departure/Arrival

Instrument Approaches

ILS - Autopilot

Non-Precision Approach - Engine Out

GPS (If Applicable)

Missed Approaches

From an ILS

From a Non-Precision

Landings

No Flap/Partial Flap

Engine Out

2 Engines Out (If Applicable)

Emergencies and Abnormals

Air Conditioning/Pressurization

Communications/Navigation

Flight Controls/Autopilot

Flight Instruments/Flight Director

Fuel

Heavy Precipitation/Turbulence

Hydraulic

Landing Gear/Brakes

Oxygen

Rapid Decompression/ Emergency Descent

Windshear Escape

NOTE:

For the Upgrade curriculum, one enroute segment must be flown prior to the practical test. This segment must include a takeoff and departure from one airport with an arrival and a landing at a second airport. This segment must be flown on real time without repositioning. Normal and abnormal procedures may be accomplished during the enroute segment. This module may be used to accomplish the enroute segment.

87
LOFT/SPOT/LOE
Events:

Simulator Session 3

Flight Segment # 1

NORMAL OPERATIONS

Ground Operations

- Preflight
- Start Procedures
- Taxiing
- Pretakeoff Checks

Takeoffs

- Instrument

Landings

- Normal

Instrument Procedures

- Departure
- Arrival

Non-Precision Approaches

- First Approach Type

General

- LOFT Planning
- Exterior Inspection
- COM/VNAV Procedures
- Use of Autopilot
- Normal Checklist Usage

Flight Segment # 2

ABNORMAL/EMERGENCY OPERATIONS

Ground Operations

- Preflight
- Start Procedures
- Taxiing
- Pretakeoff Checks

Takeoffs

- Instrument

Landings

- Normal

Instrument Procedures

- Departure
- Arrival

Non-Precision Approaches

- First Approach Type

General

- COM/VNAV Procedures
- Use of Autopilot
- Abnormal Checklist Usage
- Emergency Checklist Usage

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