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)

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<td>Abs/Emer</td>
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<td>Autopilot Abs/Emer</td>
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<td>Powerplant</td>
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<td>25</td>
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<td>Landing Gear</td>
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<td>Abs/Emer</td>
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<td>28</td>
<td>Brakes Abs/Emer</td>
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<td>29</td>
<td>Flight Controls</td>
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<tr>
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</table>

**Flight Training**
- **R4 Ends**
- **R5 Ends**

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

**UR Learjet 25**

**Ground School (20 hours)**

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

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<thead>
<tr>
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</table>

**Ground School**

- Intro and Admin
- Flight Manual
- Aircraft Overview
- Communications
  - Abs/Emer
- Instruments
  - Abs/Emer
- Navigation Abd/Emer
- Autopilot Abs/Emer
- Powerplant
  - Abs/Emer
- Fire Protection
  - Abs/Emer
- Fuel Abs/Emer
- Electrical Abs/Emer
- Pressurization
  - Abs/Emer
- Air Conditioning
  - Abs/Emer
- Oxygen Abs/Emer
- Lighting Review
- Emergency Equipment Review
- Ica & Rain Abs/Emer
- Hydraulics Abs/Emer
- Landing Gear
  - Abs/Emer
- Brakes Abs/Emer
- Flight Controls
  - Abs/Emer
- Performance/Weight & Balance Review
- Performance & Limitations Review
- Systems & Procedures Review
- Oral Exam

**Flight Training**

- S. 15 Cold Weather Procedures
- S. 16 Hot Weather Procedures
- S. 7 Recommendation & Review
- 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)**

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<td>*00 Intro and Admin</td>
<td>15 Communications</td>
<td>10 Pressurization</td>
<td>51 Flight Planning &amp; Performance</td>
<td>26 Powerplant Abs/Emer</td>
<td>85 S. 1 Normal Maneuvers &amp; Procedures</td>
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<td>16 Instruments</td>
<td>11 Air Conditioning</td>
<td>cockpit familiarization &amp; use of checklists</td>
<td>37 Fire Protection Abs/Emer</td>
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<tr>
<td>01 Aircraft Overview</td>
<td>17 Navigation</td>
<td>14 Oxygen</td>
<td>48 Flight Profiles &amp; Maneuvers</td>
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<td>12 Ice &amp; Rain</td>
<td>49 Weight &amp; Balance</td>
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<td>33 Flight Controls Abs/Emer</td>
<td>35 Air Conditioning Abs/Emer</td>
<td>36 Oxygen Abs/Emer</td>
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<td>39 Systems &amp; Procedures Review</td>
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**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)**

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**R4 Ends**
# Learjet 35/55

## Ground School (20 hours)
### Flight Training (16 hours - crew, 11 hours - single)

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<td>00 Intro and Admin</td>
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## Flight Training

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<td>91 S. 7 Recommendation &amp; Review</td>
<td>92 S. 8 Checkride</td>
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</tbody>
</table>

* 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)**

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<td>*00 Intro and Admin</td>
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<td>10 Pressurization</td>
<td>51 Flight Planning &amp; Performance</td>
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<td>52 Flight Profiles &amp; Maneuvers</td>
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**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.
## Training Schedule

### 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)

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**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)

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| **Flight Training** | | 99 S. 15 Cold Weather Procedures | 100 S. 16 Hot Weather Procedures | 92 S. 8 Checkride |
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* 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.

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)

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| **Flight Training** | | | | | |
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| | | | | 85 S. 1 Normal Maneuvers & Procedures |
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| **Flight Training** | | | | | |

**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)

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

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

**Ground School (20 hours)**  
**Flight Training (16 hours - crew, 11 hours - single)**

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### Flight Training

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* 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:

<table>
<thead>
<tr>
<th></th>
<th>Mon. - Fri.</th>
<th>Sat.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Breakfast</td>
<td>0700-0930</td>
<td></td>
</tr>
<tr>
<td>Lunch</td>
<td>1100-1430</td>
<td></td>
</tr>
<tr>
<td>Deli &amp; Grill</td>
<td>1100-1430</td>
<td></td>
</tr>
</tbody>
</table>

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.
Simulation Session 1

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Normal Maneuvers and Procedures

Events:

**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
Abnormal and Emergency Procedures

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:

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

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.

Abnormal Procedures
  Air Conditioning
  Pressurization
  Oxygen
  Flight Controls
  Autopilot
  APU (If Applicable)

Emergency Procedures
  Rapid Decompression
  Emergency Descent
  Windshear Escape

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:

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

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
Cold Weather Procedures

Events:

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.
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Hot Weather Procedures

Events:

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:

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