

FLIGHT SAFETY • INTERNATIONAL •

Certifies that

Richard Michael Pope

has satisfactorily completed a course of

Cit Latitude, 61.157 Initial

Conferred on 13th day of April, 2017



*The best safety device in any aircraft
is a well-trained pilot.*

FlightSafety.
international


MANAGER
Wichita Cessna Learning Center

RECORD OF TRAINING / CHECKING

Richard Michael Pope
JRM Air, LLC

during the period March 27, 2017 through April 13, 2017 has completed
FlightSafety's Cit Latitude, 61.157 Initial Course
Model: *Citation Latitude*

Ground Training Curriculum

| | | |
|------------------|----------------------------|---|
| Aircraft General | Landing Gear and Brakes | Systems Review, Examination and Critique |
| Powerplant | Ice and Rain Protection | Weight & Balance |
| Electrical | Avionics/Communications | Performance |
| Hydraulics | Master Warning | Flight Planning |
| Fuel | Fire Protection | Approved AFM/AOM |
| Pneumatics | Oxygen | Windshear Training |
| Air Conditioning | Lighting | Stall Recognition and Recovery Procedures |
| Pressurization | Auxiliary Power Unit (APU) | Crew Resource Management (CRM) |
| Flight Controls | Thrust Reversers | Systems Integration |

Ground Training Hours: 62.00
Briefing/Debriefing Hours: 11.00

Flight Training Curriculum

Flight Simulator: Pilot Flying 13.90
Pilot Monitoring 13.90
Total Hours: 27.80

Qualification Curriculum

Written/Oral Examination 2.00
Briefing/Debriefing 0.50

Flight Simulator: Pilot Flying 2.00
Pilot Monitoring 0.00
Aircraft: Pilot Flying 0.00
Pilot Monitoring 0.00

FAR 61 Test/Checks: 61.157 (Type Rating)[✓]



[Redacted Signature]
Roger Abraham - Manager

Wichita Cessna Learning Center

18Apr17
Date



Flight Training Summary

Richard Michael Pope
 JRM Air, LLC (0000019986)
 Wichita Cessna

Course: Cit Latitude, 61.157 Initial

Start Date: 27Mar17

Objectives: 61.157 (Type Rating)

Certificates & Licenses: Type ATP Number Issuing Country UNITED STATES

| | | TOTALS | | | TOTALS |
|-------------|----|--------|-------------|---------------|--------|
| Left Seat: | PF | 13.90 | TAKEOFFS: | DAY | 5 |
| | PM | 0.00 | | NIGHT | 16 |
| Right Seat: | PF | 0.00 | LANDINGS: | DAY | 5 |
| | PM | 13.90 | | NIGHT | 16 |
| Instrument | | 10.00 | APPROACHES: | Precision | 13 |
| | | | | Non-Precision | 7 |
| | | | HOLDS: | | 7 |

Completed Simulator Training:

PREFLIGHT PROCEDURES

- Preflight Inspection(Cockpit Only)
- Powerplant Start--Normal
- Powerplant Start--Abnormal
- Taxiing/Runway Operations
- Pretakeoff Checks

TAKEOFF AND DEPARTURE PHASE

- Normal Takeoff
- Crosswind Takeoff
- Instrument Takeoff
RVR: 600'
- Rejected Takeoff
- Powerplant Failure During Takeoff
- Departure Procedure
- Windshear

IN-FLIGHT MANEUVERS

- Steep Turns
- Approach to Stall, Clean Configuration
- Approach to Stall, Takeoff or Approach Configuration
- Approach to Stall, Landing Configuration
- Recovery From Unusual Attitudes
- Power Off Stall Demonstration (AC 120-109)
- Powerplant Failure (Including Shutdown and Restart)

INSTRUMENT PROCEDURES

- Precision Approach, All Engines Operating
RVR: N/A
PA: ILS
Flown: Autopilot Coupled
MA: Published
Transition: Vectors
Instrumentation: Full Instrumentation
- Missed Approach from a Precision Approach
- Holding
- Precision Approach, One Engine Inoperative
RVR: N/A
PA: ILS
Flown: Manual Flight Director Assist
MA: N/A
Transition: Vectors
Instrumentation: Full Instrumentation

INSTRUMENT PROCEDURES (Continued)

- Precision Approach, One Engine Inoperative
RVR: 1800'
PA: ILS
Flown: Manual Flight Director Assist
MA: N/A
Transition: Vectors
Instrumentation: Full Instrumentation
- Nonprecision Approach 1
NPA: VOR
Flown: Autopilot Coupled
Engine: All Engines Operating
MA: N/A
Transition: Procedure Turn
Instrumentation: Full Instrumentation
- Circling Approach
- Nonprecision Approach 2
NPA: LOC
Flown: Autopilot Coupled
Engine: All Engines Operating
MA: N/A
Transition: Vectors
Instrumentation: Full Instrumentation
- Nonprecision Approach 2
NPA: LPV
Flown: Manual Flight Director Assist
Engine: All Engines Operating
MA: Vector
Transition: TAA
Instrumentation: Failed Down Instrumentation

- Missed Approach with a Powerplant Failure
- Standard Terminal Arrival/FMS Procedures

LANDINGS AND APPROACHES TO LANDINGS

- Normal Landing
- Landing from a Precision Approach
- Crosswind Landing
- Approach and Landing with a Powerplant Failure
- Landing from a Circling Approach
- Rejected Landing
- Landing from a No Flap or Nonstandard Flap Approach

LANDINGS AND APPROACHES TO LANDINGS (Continued)

Windshear

NORMAL/ABNORMAL PROCEDURES

Powerplant (Normal)

Powerplant (Abnormal)

Fuel System (Normal)

Fuel System (Abnormal)

Electrical System (Normal)

Electrical System (Abnormal)

Automatic Flight Control System, EFIS and Related Subsystems (Normal)

Automatic Flight Control System, EFIS and Related Subsystems (Abnormal)

Fire Detection Systems and Extinguishing Systems (Normal)

Fire Detection Systems and Extinguishing Systems (Abnormal)

Navigation and Avionics Systems (Normal)

Navigation and Avionics Systems (Abnormal)

Flight Control Systems (Normal)

Flight Control Systems (Abnormal)

Aircraft and Personal Emergency Equipment

Hydraulic System (Normal)

Hydraulic System (Abnormal)

Environmental System (Normal)

Environmental System (Abnormal)

Pressurization System (Normal)

Pressurization System (Abnormal)

Anti-Ice and De-Ice Systems (Normal)

Anti-Ice and De-Ice Systems (Abnormal)

EMERGENCY PROCEDURES

Inflight Fire and Smoke Removal

Emergency Evacuation

Emergency Descent (Maximum Rate Descent)

Rapid Decompression

Airframe Icing

POST FLIGHT PROCEDURES

After Landing Procedures

Parking and Securing

SPECIAL EMPHASIS AREAS - PTS

Positive Aircraft Control (Opt)

Procedures for Positive Exchange of Flight Controls (Opt)

Stall/Spin Awareness (Opt)

Collision Avoidance Procedures (Opt)

Wake Turbulence & Low Level Wind Shear Avoidance Procedures (Opt)

Rwy Incursion Avoidance, Cockpit Discipline During

Taxi/Hotspots/NOTAMs (Opt)

Controlled Flight Into Terrain (CFIT) (Opt)

Aeronautical Decision Making (ADM)/Risk Management (Opt)

Crew/Single-Pilot Resource Mgmt (CRM/SRM) to include Automation Mgmt (Opt)

Recognition of Wing Contamination to Icing (Opt)

Adverse Effects of Wing Contamination (Opt)

Icing Procedures as Published in AFM (Opt)

Traffic Awareness, "See and Avoid" Concept (Opt)