FLIGHTSAFETY

· INTERNATIONAL ·

Certifies that

Jeffrey Scott Melton

has satisfactorily completed a course of

Citation Sovereign (CE-680) 61.157 Initial

Conferred on ***30th day of September, 2015***

FLIGHTSAFETY EST. 1951 COMPLETION NEW YORK, NY INTERNATIONAL, INC.

[redacted]

MANAGER

Wichita Cessna Learning Center

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

FlightSafety international

FlightSafety international

RECORD OF TRAINING / CHECKING

Jeffrey Scott Melton
JRM Air, LLC
during the period September 14, 2015 through September 30, 2015 has completed
FlightSafety's Citation Sovereign (CE-680) 61.157 Initial Course
Model: *Citation Sovereign+*

Ground Training Curriculum

Aircraft General	**Landing Gear and Brakes**	**Systems Review, Examination and Critique**
Powerplant	**Ice and Rain Protection**	**Weight & Balance**
Electrical	**Avionics**	**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)**	**CRM / ADM / Risk Management**
Flight Controls	**Thrust Reversers**	**Systems Integration**

Ground Training Hours: 62.00
Briefing/Debriefing Hours: 9.00

Flight Training Curriculum

Flight Simulator: Pilot Flying 12.00
Pilot Monitoring 12.00
Total Hours: 24.00

Qualification Curriculum

Written/Oral Examination 2.50
Briefing/Debriefing 0.50

Flight Simulator: Pilot Flying 2.50
Pilot Monitoring 0.00
Aircraft: Pilot Flying 0.00
Pilot Monitoring 0.00

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

Remarks

Differences: Sovereign+ to Latitude.

[redacted]
Roger Abraham - Manager

Wichita Cessna Learning Center

05Oct15
Date

FlightSafety international

Flight Training Summary

Jeffrey Scott Melton [redacted]
JRM Air, LLC (00
Wichita Cessna

Course: Cit Sovereign+, 61.157 Initial
Start Date: 14Sep15
Objectives: 61.157 (Type Rating)
Certificates & Licenses: **Type** ATP **Number** [redacted] **Issuing Country** UNITED STATES

		TOTALS
Left Seat:	PF	12.00
	PM	0.00
Right Seat:	PF	0.00
	PM	12.00
	Instrument	10.00

		TOTALS
TAKEOFFS:	DAY	5
	NIGHT	11
LANDINGS:	DAY	5
	NIGHT	11
APPROACHES:	Precision	13
	Non-Precision	12
HOLDS:		3

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: 1800'
PA: ILS
Flown: Autopilot Coupled
MA: N/A
Missed Approach from a Precision Approach
Holding
Precision Approach, One Engine Inoperative
RVR: 1800'
PA: ILS
Flown: Manual Flight Director Assist
MA: Vector

INSTRUMENT PROCEDURES (Continued)
Nonprecision Approach 1
NPA: LOC/BC
Flown: Autopilot Coupled
Engine: All Engines Operating
MA: Published
Nonprecision Approach 1
NPA: NDB
Flown: Autopilot Coupled
Engine: All Engines Operating
MA: N/A
Circling Approach
Nonprecision Approach 2
NPA: LOC
Flown: Autopilot Coupled
Engine: All Engines Operating
MA: N/A
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
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)

NORMAL/ABNORMAL PROCEDURES (Continued)
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)
Special Use Airspace and Other Airspace Areas (Opt)
Collision Avoidance Procedures (Opt)
Wake Turbulence & Low Level Wind Shear Avoidance Procedures (Opt)
Runway Incursion Avoidance & Good Cockpit Discipline During Taxi Ops (Opt)
Land and Hold Short Operations (LAHSO) (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)

FLIGHTSAFETY

· INTERNATIONAL ·

Certifies that

Jeffrey Scott Melton

has satisfactorily completed a course of

Cit Latitude, 61.58 Recurrent PIC

Conferred on ***6th day of October, 2016***

FLIGHTSAFETY EST. 1951 COMPLETION NEW YORK, NY INTERNATIONAL, INC.

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

[redacted]

MANAGER

Wichita Cessna Learning Center

FlightSafety international

FlightSafety international

RECORD OF TRAINING / CHECKING

Jeffrey Scott Melton
JRM Air, LLC

during the period October 03, 2016 through October 06, 2016 has completed

FlightSafety's Cit Latitude, 61.58 Recurrent PIC Course

Model: *Citation Latitude*

Ground Training Curriculum

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

Ground Training Hours: 16.50

Briefing/Debriefing Hours: 4.50

Flight Training Curriculum

Flight Simulator:

Pilot Flying	6.00
Pilot Monitoring	0.00
Total Hours:	6.00

FAR 61 Endorsements: 61.57(e)(4)(ii)(D)[✔]

FAR 61 Test/Checks: 61.58(PIC)[✔]

[redacted]

Roger Abraham - Manager

Wichita Cessna Learning Center

10Oct16

Date

FlightSafety international

Flight Training Summary

Jeffrey Scott Melton [redacted]
JRM Air, LLC (00 [redacted]
Wichita Ce [redacted]

Course: Cit Latitude, 61.58 Recurrent PIC
Start Date: 03Oct16
Objectives: 61.58(PIC); 61.57(e)(4)(ii)(D)
Certificates & Licenses: **Type** ATP **Number** [redacted] **Issuing Country** UNITED STATES

		TOTALS
Left Seat:	PF	6.00
	PM	0.00
Right Seat:	PF	0.00
	PM	0.00
	Instrument	5.40

		TOTALS
TAKEOFFS:	DAY	1
	NIGHT	8
LANDINGS:	DAY	1
	NIGHT	9
APPROACHES:	Precision	3
	Non-Precision	7
HOLDS:		3

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
Rejected Takeoff
Instrument Takeoff
RVR: N/A
Powerplant Failure During Takeoff
Windshear
Departure Procedure

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

INSTRUMENT PROCEDURES
Standard Terminal Arrival/FMS Procedures
Precision Approach, All Engines Operating
RVR: N/A
PA: ILS
Flown: Autopilot Coupled
MA: Published
Precision Approach, All Engines Operating
RVR: N/A
PA: ILS
Flown: Autopilot Coupled
MA: Vector
Precision Approach, One Engine Inoperative
RVR: N/A
PA: ILS
Flown: Manual Flight Director Assist
MA: N/A

INSTRUMENT PROCEDURES (Continued)
Missed Approach from a Precision Approach
Holding
Nonprecision Approach 1
NPA: LOC
Flown: Autopilot Coupled
Engine: All Engines Operating
MA: N/A
Nonprecision Approach 1
NPA: RNAV (GPS) LNAV/VNAV
Flown: Manual Flight Director Assist
Engine: All Engines Operating
MA: Published
Nonprecision Approach 1
NPA: LOC/BC
Flown: Autopilot Coupled
Engine: All Engines Operating
MA: Published
Nonprecision Approach 1
NPA: LOC/DME
Flown: Manual Flight Director Assist
Engine: All Engines Operating
MA: Published
Nonprecision Approach 1
NPA: RNAV (GPS)
Flown: Autopilot Coupled
Engine: All Engines Operating
MA: N/A
Circling Approach
Missed Approach with a Powerplant Failure
Nonprecision Approach 2
NPA: RNAV (GPS)
Flown: Autopilot Coupled
Engine: All Engines Operating
MA: N/A
Nonprecision Approach 2
NPA: VOR/DME
Flown: Manual Flight Director Assist
Engine: All Engines Operating
MA: N/A

INSTRUMENT PROCEDURES (Continued)

Nonprecision Approach 2
- NPA: VOR/DME
- Flown: Manual Flight Director Assist
- Engine: All Engines Operating
- MA: Published

LANDINGS AND APPROACHES TO LANDINGS

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

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)
Hydraulic System (Normal)
Hydraulic System (Abnormal)
Fire Detection Systems and Extinguishing Systems (Normal)
Fire Detection Systems and Extinguishing Systems (Abnormal)
Aircraft and Personal Emergency Equipment
Environmental System (Normal)
Environmental System (Abnormal)
Pressurization System (Normal)
Pressurization System (Abnormal)
Navigation and Avionics Systems (Normal)
Navigation and Avionics Systems (Abnormal)
Flight Control Systems (Normal)
Flight Control Systems (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)
Special Use Airspace and Other Airspace Areas (Opt)
Collision Avoidance Procedures (Opt)
Wake Turbulence & Low Level Wind Shear Avoidance Procedures (Opt)
Rwy Incursion Avoidance,Cockpit Discipline During Taxi/Hotspots/NOTAMs (Opt)
Land and Hold Short Operations (LAHSO) (Opt)
Controlled Flight Into Terrain (CFIT) (Opt)
Aeronautical Decision Making (ADM)/Risk Management (Opt)

SPE[redacted]REAS - PTS (Continued)

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)