Attachment 10

Operations / Human Performance
Group Chairman's Factual Report

DCA01MA034

Avjet Training Manual
Recurrent Training

PIC/SIC RECURRENT OR REDUCED REQUIREMENTS OF INHB, INHC

TRAINING CURRICULUM

TYPE OF AIRCRAFT: GULFSTREAM II/III SERIES

Completion of this curriculum satisfies the appropriate requirements of 14 CRF Part 135 for employees who will continue to serve in the same duty position and aircraft type.

Flight training will be conducted in a flight training device, flight simulator, aircraft, or in a combination of flight training device, flight simulator, or aircraft. If training is completed entirely in an aircraft, the Flight Simulator Modules will be considered Aircraft Training Modules.

CURRICULUM PREREQUISITES

Prerequisite Experience

A pilot may enroll in 14 CFR Part 135.351 Recurrent Training if that person holds:

1. At least a current commercial pilot certificate with appropriate category, class, and type ratings (if type rating is required) in the Gulfstream II/III Series aircraft.
2. An appropriate instrument rating in the case of flight under IFR.
3. Is a current crew member with Avjet Corporation, OR, is in possession of a current 14 CFR 135.293 check with another operator, OR, is in possession of a 14 CFR 61.58 check in this aircraft.

Note: Each Pilot holding the airman certificate (s) and rating (s) required by 14 CFR 135 regulations to act as PIC, or as SIC, is eligible for reduced training hours.

The following guidelines will be used to determine eligibility for reduced ground or flight training hours.

Time Past Due Month[1]	Aircraft Ground Training Req.[2]	Flight Training Req.
0-12 months	8 hours minimum[3]	4 hours minimum
13-35 months	16 hours minimum	8 hours minimum
36-59 months	24 hours minimum	16 hours minimum
>59 months (N/A)	Normal INHA	Normal INHA

(Explanatory notes continue on next page)

[1] "Month Due" refers to the last compliance with section 61.58 for PIC or section 61.55 for SIC, or for pilots operating under part 135, the last compliance with section 135.293.

[2] Aircraft ground training hours are in addition to other training requirements for initial new-hires, and are deducible as shown. These guidelines do not affect other training requirements for new-hires, which are not reducible.

[3] For eligible pilots at this level (0-12 months), the four hours specified shall be applied to the operator specific aircraft differences

GROUND TRAINING CURRICULUM SEGMENT

PROGRAMMED TRAINING HOURS

General Operational Subjects (Operator)	1.0
General Operational Subjects (Training Center)	1.5
Aircraft Systems	13.5
Systems Integration	1.0
Briefing/Debriefing	3.0
Total	20.0

OBJECTIVE OF GROUND TRAINING

To provide pilots with the necessary training to become familiar with all information concerning the aircraft's powerplant, major components and systems, major appliances, performance and limitations, standard and emergency operating procedures, and the contents of the approved aircraft flight manual or approved manual material, placards, and markings.

Completion Standards

A. Systems — The pilot must demonstrate adequate knowledge of the aircraft systems, performance and flight planning by successfully completing a written examination with a minimum score of 80%, that is corrected to 100%.

B. Systems Integration — The pilot must be able to describe, locate, and identify aircraft systems; perform normal, abnormal, and emergency checklists; and demonstrate adequate knowledge of aircraft maneuvers, procedures, and crew resource management during an equipment knowledge test conducted by the Administrator, a qualified Check Airman, or by a properly designated Training Center Evaluator.

GROUND TRAINING CURRICULUM SEGMENT OUTLINE

The ground training curriculum segment outline is comprised of the following subject areas: General Operational Subjects, Aircraft Systems, and Systems Integration.

GENERAL OPERATIONAL SUBJECTS (IDM-A,C / CW-3,5)*

The subject of ground training, referred to as "general operational subjects," includes instruction on certain operational requirements. Avjet Corporation will conduct training in those subjects not assigned to Training Center.

A. Flight Locating
B. Adverse Weather
C. Winter Operations
D. Wake Turbulence
E. Communications and Navigation Procedures
F. Special Emphasis Items
G. Weight and Balance **
H. Performance * *
I. Flight Planning **
J. Approved Aircraft Flight Manual/Aircraft Operating Manual **
K. Crew Resource Management **

* Figure 1. Instructional Delivery Method/Courseware, Page 2-2
** Training Conducted by Training Center

AIRCRAFT SYSTEMS (IDM-A,C,D / CW-1,2,3,5)*

The training modules presented in the aircraft systems subject area consist of a breakdown of the various systems of the aircraft. These modules may be taught in any sequence; however, ALL modules must be covered.

A. Aircraft General
B. Electrical
C. Lighting
D. Master Warning
E. Fuel
F. Powerplant
G. Thrust Reversers
H. Fire Protection
I. Hydraulics
J. Landing Gear and Brakes
K. Ice and Rain Protection
L. Pneumatics
M. Air Conditioning
N. Pressurization
O. Flight Controls
P. Oxygen
Q. Avionics
R. Systems Review, Examination, and Critique

SYSTEMS INTEGRATION (CPT/CPM) (IDM-A,D,H / CW-5)*

Systems Integration provides the pilot with instruction on aircraft systems interrelationships with respect to normal, abnormal, and emergency procedures. Pilots will be introduced to, and will exercise in, the elements of Crew Resource Management as part of the integration process, including, but not limited to such elements as: Situational Awareness and the Error Chain, Synergy and Crew Concept, and Workload Assessment and Time Management. Systems Integration training is conducted prior to each Flight Simulator briefing.

* Figure 1. Instructional Delivery Method/Courseware, Page 2-2

GROUND TRAINING MODULES

Recurrent Ground Training

Recurrent Ground Training modules for General Operational Subjects and Aircraft Systems are identical to Initial Ground Training modules except for the amount of time.

GENERAL OPERATIONAL SUBJECTS

Same As Initial Page C-7

AIRCRAFT SYSTEMS

Same As Initial Page C-9

SYSTEMS INTEGRATION

Training Hours:

Systems Integration Training Module 1.0

NOTE: Systems Integration training is conducted prior to each Flight Simulator briefing.

FLIGHT TRAINING CURRICULUM SEGMENT

AIRCRAFT FAMILY		PROGRAMMED HOURS
		Recurrent
Transport and Commuter	As A Crew	9.0
	Single Pilot	4.5

OBJECTIVE OF FLIGHT TRAINING

To provide an opportunity for a pilot to gain the skills and knowledge necessary to perform the duties of pilot-in-command and includes instruction, and practice of maneuvers and procedures pertinent to the Gulfstream II/III Series. To insure the pilot is the obvious master of the aircraft, with the successful outcome of the maneuver never in doubt, demonstrating competent performance of a maneuver. Crew Resource Management is included as part of the flight training process, including, but not limited to such elements as: Situational Awareness and the Error Chain, Synergy and Crew Concept, and Workload Assessment and Time Management.

Completion Standards

The pilot must perform all maneuvers and procedures as the obvious master of the aircraft with the outcome of the maneuver never in doubt.

FLIGHT TRAINING CURRICULUM SEGMENT OUTLINE

The flight training curriculum segment outline is comprised of the following subject areas:

A. Aircraft Orientation and Normal Procedures
B. Abnormal and Emergency Procedures
C. Flight Simulator Segment of the Instrument Proficiency/Competency Check
D. Aircraft Segment of the Instrument Proficiency/Competency Check (As Required)

Aircraft Orientation and Normal Procedures

Training modules will provide instruction to develop the skill to maneuver the aircraft with and without the automatic flight control system. The pilot will become proficient in the use of normal checklists, standard operating procedures and precision approaches.

Abnormal and Emergency Procedures

Training modules will provide instruction to introduce and practice selected abnormal and emergency procedures. Although there exists no regulatory requirement to do so, in order to accommodate the position taken by the FAA and the aviation community with regard to the inclusion of "unusual attitudes" in a pilot training course, and to provide simulator exercises which might be useful in some circumstances, simulator training elements are included in this training program addressing "unusual attitudes", which elements can be conducted within the defined envelope of simulator operation. Unusual Attitudes are defined as: any maneuver which approaches or reaches the limits of known, validated aircraft flight data, which data has been transferred to the flight simulator. Unusual attitudes include: Steep Turns, Approach to Stall - Takeoff Configuration, Approach to Stall - Enroute Configuration, and Approach to Stall - Landing Configuration. Excursion outside of this defined envelope cannot be considered as representing the behavior of the actual aircraft. Demonstrations of maneuvers outside of the defined simulator operating envelope may be conducted at the discretion of the Training Center Manager with the caveat that such demonstrations represent our best opinion of aircraft behavior, but cannot be considered accurate. Pilots will become proficient in engine inoperative operation while practicing instrument maneuvers, precision and nonprecision approaches.

Flight Simulator Segment of the Instrument Proficiency/Competency Check

This module will test the maneuvers and procedures (see Qualification Curriculum Segment) that are allowed to be demonstrated in a flight simulator.

Aircraft Segment of the Instrument Proficiency/Competency Check (As Required)

An applicant may choose to take the entire Instrument Proficiency/Competency Evaluation in the aircraft rather than the flight simulator.

PROGRAMMED TRAINING HOURS

Each flight simulator module is scheduled for the hours indicated in the following tables. An additional 0.5 hour for briefing and 0.5 hour for debriefing is required.

The flight training/checking hours are specified in the following tables. The Pilot Flying (PF) and Pilot Not Flying (PNF) are designated in the following tables.

Flight simulator As a Crew	PF (Hours)	PNF (Hours)	Total Time (Hours)
Simulator Module No. 1	1.5	1.5	3.0
Simulator Module No. 2	1.5	1.5	3.0
Simulator Module No. 3	1.5	1.5	3.0
Instrument Proficiency/Competency Check	1.5	1.5	3.0

Flight Simulator Single Pilot	PF (Hours)	PNF (Hours	Total Time (Hours)
Simulator Module No. 1	1.5	0.0	1.5
Simulator Module No. 2	1.5	0.0	1.5
Simulator Module No. 3	1.5	0.0	1.5
Instrument Proficiency/Competency Check	1.5	0.0	1.5

FLIGHT TRAINING MODULES (IDM-A,E,F,H,I / CW-5)*

The maneuvers as listed in the following modules indicate the training session where the training event is first addressed. If the pilot does not demonstrate proficiency in that session, the event will be carried forward until proficiency is demonstrated. Once proficiency is demonstrated, the event may be considered optional for subsequent training. Based on demonstrated proficiency, events scheduled for a subsequent module may be introduced in an earlier module.

Flight Simulator Training Modules

A. Simulator Module No. 1
   1. Flight Training Events
      a. Preparation
         (1) Pretaxi Procedures
      b. Surface Operation
         (1) Starting
         (2) Taxi
         (3) Pretakeoff Checks
      c. Takeoff
         (1) Normal
         (2) Engine Failure Above V_1
      d. Climb
         (1) Normal Climb
      e. Enroute
         (1) Unusual Attitudes: which are defined as any maneuver which approaches or reaches the limits of known, validated aircraft flight data, which data has been transferred to the flight simulator. Excursion outside of this defined envelope cannot be considered as representing the behavior of the actual aircraft. Unusual attitudes include:
            (a) Steep Turns
            (b) Approach to Stall — Takeoff Configuration
            (c) Approach to Stall — Enroute Configuration
            (d) Approach to Stall — Landing Configuration
         (2) Inflight Powerplant Shutdown
      f. Descent
         (1) Normal Descent

- Figure 1. Instructional Delivery Method/Courseware, Page 2-2

g. Approaches
   (1) Area Departure and Arrival
   (2) Navigation Equipment and Assigned Radials
   (3) Holding
   (4) Precision
   (5) Precision with an Engine Out (Without the Autopilot)

h. Landings
   (1) Normal Landing
   (2) Landing from a Precision Instrument Approach
   (3) Landing from a Precision Instrument--Single Engine
   (4) Simulated Single Engine
   (5) Crosswind Landing
   (6) Maneuver to Landing with a Powerplant Failure
   (7) From a Visual Approach

i. After Landing
   (1) Parking

j. Other Flight Procedures
   (1) Holding

2. System Procedures (Normal, Abnormal)
   a. Electrical

3. Systems Procedures (Emergency)
   a. Electrical Systems

B. Simulator Module No. 2
   1. Flight Training Events
      a. Takeoff
         (1) Rejected (Aborted)
         (2) Instrument
         (3) Lower than Standard Takeoff Minimums (IAW Ops Specs)
      b. Approaches
         (1) Nonprecision
         (2) Circling Approach
         (3) Missed Approach From a Precision Approach
         (4) Missed Approach With a Powerplant Failure
      c. Landings
         (1) Landing From a Circling Approach
         (2) Rejected Landing to a Normal Missed Approach
         (3) No Flap Landing
   2. System Procedures (Normal, Abnormal)
      a. Hydraulic
   3. Systems Procedures (Emergency)
      a. Hydraulic Systems

C. Simulator Module No. 3
   1. Flight Training Events
      a. Descent
         (1) Maximum Rate Descent
      b. Other Flight Procedures
         (1) Windshear/Microburst
         (2) Lower than Standard Landing Minimums (IAW Ops Specs)
   2. Systems Procedures (Normal, Abnormal)
      a. Pneumatic/Pressurization
      b. Anti-icing and De-icing
   3. Systems Procedures (Emergency)
      a. Pneumatic Systems

Flight Simulator Segment of the Instrument Proficiency/Competency Check

A. Instrument Proficiency/Competency Check (Refer to Qualification)
   1. Flight Testing Events
      a. Preflight Procedures
      b. Ground Operations
      c. Takeoff and Departure Maneuvers
      d. Inflight Maneuvers
      e. Instrument Procedures
      f. Landings and Approaches to Landings
      g. Normal and Abnormal Procedures
      h. Emergency Procedures
      i. Postflight Procedures

Aircraft Segment of the Instrument Proficiency/Competency Check (As Required)

An applicant may choose to take the entire Instrument Proficiency/Competency Evaluation in the aircraft rather than the flight simulator.