2.3.1. PIC/SIC - INITIAL NEW HIRE, INITIAL EQUIPMENT, TRANSITION, and UPGRADE
Flight Training Curriculum Segment Outline

TRAINING OBJECTIVES: At the end of the flight training curriculum segment, the flight crewmember will be able to safely and efficiently operate the aircraft and perform the duties and responsibilities of the applicable duty position.

PREREQUISITES: The flight crewmember must have successfully completed the ground training curriculum segment for the specific aircraft.

CURRICULUM SEGMENT HOURS:

Initial New Hire:	**24 hours**
Initial Equipment:	**24 hours**
Transition:	**20 hours**
Upgrade:	**16 hours**

NOTE: If training on an airman is conducted individually in the simulator or in the actual aircraft then the minimum number of programmed flight training hours are one-half those indicated above.

2.3.1.1 MANEUVERS AND PROCEDURES TABLES

The events which must be accomplished during flight training are listed in the maneuvers and procedures table (Figs. 2.3.1 through 2.3.2) in this section. The training and checking requirements of Part 121, Appendices E and F respectively, are included in these tables and therefore, they can be used as a single source document for the development of flight training modules. Comair's compliance with the provisions of these tables automatically ensures that all of the requirements of Part 121 are met. These tables also contain the acceptable flight training equipment (training devices, simulators, aircraft) which may be used for a particular training event.

An "X" indicates that the level of training device or flight simulator has been qualified for that event without further consideration of approval. An "A" indicates that a lower level device or simulator may be used for procedural training if that device has the necessary systems representations and functions for training on the event. These systems representation and functions exceed the basic requirements for that level device or simulator; therefore an "A" indicates that the device or simulator must receive approval for those events.

Any maneuver or procedure permitted in a specific level of training device or simulator may also be conducted in a higher level device, simulator, or actual aircraft (except windshear training, which may not be conducted in an aircraft).

STEPHEN W. SMITH DATE

Some of the events in the tables are followed by an "M." This designation indicates that the maneuver or procedure is further documented as a clear description or pictorial display and is contained in the aircraft-specific Flight Standards Manual.

Unless otherwise noted, PIC's and SIC's must complete training in each training event that is listed in these tables.

NOTES

All precision and non-precision instrument approaches will be DME augmented if available.

All courses of simulator training will include training in night takeoffs and night landings. A minimum of one night takeoff and one night landing must be performed under simulated night time conditions.

Training in approaches to stalls must include at least one approach to stall performed while the aircraft is in a turn with a bank angle between 15° and 30°.

EMB-120 PIC/SIC Initial New-Hire and Initial Equipment Flight Training:

	FTD				FFS				
TRAINING EVENT	4	5	6	7	A	B	C	D	ACFT
PREPARATION PHASE									
Visual Inspection									X
Pre-start Procedures	A	A	X	X	X	X	X	X	X
Performance Limitations	X	X	X	X	X	X	X	X	X
SURFACE OPERATION PHASE									
Pushback			X	X	X	X	X	X	X
Starting Procedures	A	A	X	X	X	X	X	X	X
Single-engine Taxi							X	X	X
Taxi							X	X	X
Pre-takeoff Checks	A	A	X	X	X	X	X	X	X
TAKEOFF PHASE									
Normal (M)								X	X
Crosswind								X	X
Rejected (M)			X	X	X	X	X	X	X
Powerplant Failure at V_1 (M)					X	X	X	X	X
Reduced Power Takeoff			X	X	X	X	X	X	X
Lower-than-Standard Takeoff Minimums (600 RVR)					X	X	X	X	X
Windshear/Microburst prior to V_1			A	A	X	X	X	X	n/a
Windshear/Microburst after V_1			A	A	X	X	X	X	n/a
CLIMB PHASE									
Normal			X	X	X	X	X	X	X
Area Departure			X	X	X	X	X	X	X
EN ROUTE PHASE									
Steep Turns			X	X	X	X	X	X	X
Takeoff Configuration Stalls (M)			X	X	X	X	X	X	X
En route Configuration Stalls (M)			X	X	X	X	X	X	X
Landing Configuration Stalls (M)			X	X	X	X	X	X	X
Inflight Powerplant Shutdown and Windmilling Airstart		A	X	X	X	X	X	X	X
Maximum Endurance, Maximum Range Procedures			X	X	X	X	X	X	X
DESCENT PHASE									
Normal			X	X	X	X	X	X	X
Maximum Rate					X	X	X	X	X

[Fig. 2.3.1]

STEPHEN W. SMITH DATE

EMB-120 PIC/SIC Transition and Upgrade Flight Training:

	FTD				FFS				
TRAINING EVENT	4	5	6	7	A	B	C	D	ACFT
PREPARATION PHASE									
Visual Inspection									X
Pre-start Procedures	A	A	X	X	X	X	X	X	X
Performance Limitations	X	X	X	X	X	X	X	X	X
SURFACE OPERATION PHASE									
Pushback			X	X	X	X	X	X	X
Starting Procedures	A	A	X	X	X	X	X	X	X
Single-engine Taxi							X	X	X
Taxi							X	X	X
Pre-takeoff Checks	A	A	X	X	X	X	X	X	X
TAKEOFF PHASE									
Normal (M)							X	X	X
Crosswind							X	X	X
Rejected (M)			X	X	X	X	X	X	X
Powerplant Failure at V_1 (M)					X	X	X	X	X
Reduced Power Takeoff			X	X	X	X	X	X	X
Lower-than-Standard Takeoff Minimums (600 RVR)					X	X	X	X	X
Windshear/Microburst prior to V_1			A	A	X	X	X	X	n/a
Windshear/Microburst after V_1			A	A	X	X	X	X	n/a
CLIMB PHASE									
Normal			X	X	X	X	X	X	X
Area Departure			X	X	X	X	X	X	X
EN ROUTE PHASE									
Steep Turns			X	X	X	X	X	X	X
Takeoff Configuration Stalls (M)			X	X	X	X	X	X	X
En route Configuration Stalls (M)			X	X	X	X	X	X	X
Landing Configuration Stalls (M)			X	X	X	X	X	X	X
Inflight Powerplant Shutdown and Windmilling Airstart		A	X	X	X	X	X	X	X
Maximum Endurance, Maximum Range Procedures			X	X	X	X	X	X	X
DESCENT PHASE									
Normal			X	X	X	X	X	X	X
Maximum Rate					X	X	X	X	X

[Fig. 2.3.2]

STEPHEN W. SMITH DATE