



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

October 31, 2013

Attachment 4 – Captain Training Records

OPERATIONAL FACTORS

ERA13MA139

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A. CAPTAIN TRAINING RECORDS

1.0 Captain General FlightSafety Training¹



Training History

DOCS	Course	Customer	Location	Start Date	Completion Date/Status	Course Critique	Training Authorization
	Premier, 61.58 Recurrent PIC	Executive Shuttle(0000017167)	Wilmington	03Jan13	01/05/13		
	LiveLearning Cold Weather Operations	Executive Shuttle(0000017167)	Wilmington	12Jul12	07/12/12		
	LiveLearning TAWS	Executive Shuttle(0000017167)	Wichita Cessna	11Jul12	07/11/12		
	LiveLearning ALAR/CFIT	Executive Shuttle(0000017167)	Wichita Cessna	26Jun12	06/26/12		
	US Terminal and Enroute RNAV Operations	Executive Shuttle(0000017167)	Hawker Beechcraft	19Jun12	06/19/12		
	Domestic Reduced Vertical Separation Minimums	Executive Shuttle(0000017167)	Hawker Beechcraft	19Jun12	06/19/12		
	Enrichment Pilot Monitoring	Executive Shuttle(0000017167)	Hawker Beechcraft	15Jun12	06/15/12		
	TCAS II/ACAS II	Executive Shuttle(0000017167)	Wichita Cessna	15Jun12	06/15/12		
	Precision Runway Monitor (PRM) Operations	Executive Shuttle(0000017167)	Hawker Beechcraft	14Jun12	06/14/12		
	Premier, 61.157 Initial	Executive Shuttle(0000017167)	Hawker Beechcraft	07Jun12	06/22/12		

Richard Trammell
Training

Scott Dickmeyer
[REDACTED]
 Apr 19, 2013
 0902 hrs

¹ Provided to the NTSB by Scott Dickmeyer, FlightSafety, on April 19, 2013 in Wichita, KS.

2.0 Wichita Training Records



RECORD OF TRAINING / CHECKING

Richard Zachary Trammell
Executive Shuttle

during the period June 07, 2012 through June 22, 2012 has completed
FlightSafety's Premier I Series (RA-390) 61.157 Initial Course
Model: PREMIER I

Ground Training Curriculum

Aircraft General	Ice and Rain Protection	Systems Review, Examination and Critique
Electrical	Pneumatics	Weight & Balance
Fuel	Air Conditioning	Performance
Powerplant	Pressurization	Flight Planning
Fire Protection	Oxygen	Approved AFM/AOM
Hydraulics (General)	Lighting	Windshear Training
Landing Gear and Brakes	Avionics	Crew Resource Management (CRM)
Flight Controls	Master Warning	Systems Integration

Ground Training Hours: 58.00
 Briefing/Debriefing Hours: 11.50

Flight Training Curriculum

Flight Simulator:	Pilot Flying	15.00
	Pilot Not Flying	0.00
	Total Hours:	15.00

Qualification Curriculum

Written/Oral Examination	2.50
Briefing/Debriefing	1.00

Flight Simulator:	Pilot Flying	2.20
	Pilot Not Flying	0.00
Aircraft:	Pilot Flying	0.00
	Pilot Not Flying	0.00

FAR 61 Endorsements: 61.57(b)[✓] 61.57(c)[✓]
 FAR 61 Test/Checks: 61.157 (Type Rating)[✓]


 Brian Rogers - Manager

Hawker Beechcraft Learning Ctr

28Jun12
 Date

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

61383360-000

FLIGHT SAFETY

INTERNATIONAL

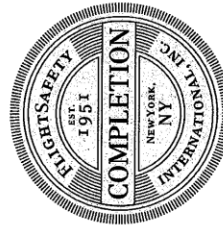
Certifies that

Richard Zachary Trammell

has satisfactorily completed a course of

Premier I Series (RA-390) 61.157 Initial

Conferred on 22nd day of June, 2012



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


MANAGER

Hawker Beechcraft Learning Ctr

Flight Safety.
international



FLIGHT TRAINING RECORD
Premier Pilot INITIAL

Client: Richard Zachary Trammell () **Start Date:** 07Jun12
Customer: Executive Shuttle (0000017167) **Objectives:** 61-157TR ✓
Certificate: **Course: Type (Version)** Revision **Rev. Date**
61-157 (002) 0000009541 0004 01Sep10
Certificate Holder: **Trng Devices: FS#** **FAA#** **JAA#**
Aircraft Model: Premier Level D 441 745
Pilot Home Base: **Issuing Country**
Pilot Certificate: Type ATP UNITED STATES

ADDITIONAL REQUIREMENTS INDICATED BY INFORMATION IN PARENTHESIS - Part 135 (135), JAA (J), CANADA(CA)							
Training Period		06/15	06/16	06/18	06/19	06/20	06/21
DATE: 07Jun12 to 22Jun12		Sim/AC#: 441	441	441	441	441	441
		Level: D	D	D	D	D	D
INSTRUCTOR INITIALS		TOTALS	CLR	CLR	CLR	CLR	CLR
Left Seat	PF	15.00 ✓	2.50	2.50	2.50	2.50	2.50
	PNF	0.00	0.00	0.00	0.00	0.00	0.00
Right Seat	PF	0.00	0.00	0.00	0.00	0.00	0.00
	PNF	0.00	0.00	0.00	0.00	0.00	0.00
1. PREFLIGHT PROCEDURES		06/15	06/16	06/18	06/19	06/20	06/21
a. Preflight Inspection (Cockpit Only)		1	1				1
b. Powerplant Start		1	1				1
c. Taxiing		1	1				1
d. Pretakeoff Checks		2	1	1	1		1
e. Powerplant Start Malfunctions		2	1	1			1
2. TAKEOFF AND DEPARTURE PHASE		06/15	06/16	06/18	06/19	06/20	06/21
a. Normal Takeoff		2	1	1	1	1	1
b. Crosswind Takeoff		2	1	1	1	1	1
c. Rejected Takeoff		2	1				1
d. Powerplant Failure During Takeoff				2	2	1	1
e. Instrument Takeoff -RVR:(1200')			2		1		
f. Instrument Takeoff -RVR:(600')						1	1
g. Instrument Departure		2	1	1	1	1	1
g. Windshear/Microburst Encounter During Takeoff						1	
3. IN-FLIGHT MANEUVERS		06/15	06/16	06/18	06/19	06/20	06/21
a. Steep Turns		2	1	1			1
b. Approaches to Stalls		2	1	1			1
c. Recovery From Unusual Attitudes		2	1				1
d. Powerplant Failure (Including Shutdown and Restart)			1	1			1
e. Stick Pusher Demonstration		T					
4. INSTRUMENT PROCEDURES		06/15	06/16	06/18	06/19	06/20	06/21
a. Instrument Arrival		2	1	1	1	1	1
b. Precision Instrument Approach (all engines operating) -RVR:(2400')		2	2	1	1		
b. Precision Instrument Approach (all engines operating) -RVR:(1800')						1	
b. Precision Instrument Approach (all engines operating) -RVR:(1200')							1
c. Holding		2	1		1	1	1

4. INSTRUMENT PROCEDURES		06/15	06/16	06/18	06/19	06/20	06/21			
d. Missed Approach		2	2	1	1	1	1			
e. Precision Instrument Approach with an Engine Inoperative - RVR:(2400')			2	1	1					
e. Precision Instrument Approach with an Engine Inoperative - RVR:(1800')						1				
e. Precision Instrument Approach with an Engine Inoperative - RVR:(1200')							1			
f. Nonprecision Instrument Approach			1	1	1	1	1			
g. Nonprecision Instrument Approach			1	1	1	1	1			
h. Missed Approach with a Powerplant Failure			2	2	1	1	1			
i. Circling Approach					1		1			
j. Visual Approach			1	1		1	1			
5. APPROACHES		06/15	06/16	06/18	06/19	06/20	06/21			
a. CAT II (Opt)	Normal									
	Abnormal									
b. CAT III (Opt)	Normal									
	Abnormal									
c. FMS Approach (Opt)	Normal	2	1	1	1	1	1			
	Abnormal			2	1	1	1			
d. GPS (Opt)	Normal	2	1	1	1	1	1			
	Abnormal			2	1	1	1			
e. ILS (Opt)	Normal	2	1	1						
	Abnormal		2	2	1	1	1			
f. ILS (Coupled) (Opt)	Normal	2	1	1						
	Abnormal		2	2	1	1	1			
g. LOC (Opt)	Normal									
	Abnormal					1				
h. LOC/BC (Opt)	Normal									
	Abnormal									
i. LOC/DME (Opt)	Normal									
	Abnormal									
j. NDB (Opt)	Normal	1								
	Abnormal									
k. RNAV (Opt)	Normal	2	1	1	1		1			
	Abnormal			2	1	1	1			
l. Standby Instruments (Opt)	Normal									
	Abnormal									
m. Visual (Opt)	Normal		1	1						
	Abnormal		1	1		1	1			
n. VOR (Opt)	Normal				1					
	Abnormal									
o. VOR/DME (Opt)	Normal						1			
	Abnormal			1						
p. Precision (Opt)	Normal	2	1				1			
	Abnormal		2	1	1	1	1			
	Manual - Raw Data				1		1			
	Manual - Flight Director				1	1				
	Manual - Single Engine		2	1	1	1	1			
	Manual - One Engine Inop		2	1	1	1	1			
q. Nonprecision (Opt)	Normal	2	1	1	1		1			
	Abnormal			2	1	1	1			
	Procedure Turn			1	1	1	1			
	Manual w/o Vec		1	1		1	1			
r. Missed Approaches (Opt)	From Precision		2	1	1	1	1			
	Published	2	2	1	1	1	1			
	Powerplant Failure			2	2	1	1			

		06/15	06/16	06/18	06/19	06/20	06/21			
6. LANDINGS AND APPROACHES TO LANDINGS										
a. Normal Landing		2	1	1	1		1			
b. Landing from a Precision Approach		2	1	1	1	1	1			
c. Landing from a Circling Approach					1		1			
d. Landing from a Visual Approach			1	1		1	1			
e. Crosswind Landings		2	1	1	1	1	1			
f. Rejected Landing			2	1			1			
g. Approach and Landing with a Powerplant Failure			2	2	1	1	1			
h. Landing from a No Flap or Nonstandard Flap Approach			2	2	1	1	1			
i. Windshear/Microburst Encounter During Approach						1				
7. NORMAL/ABNORMAL PROCEDURES										
a. Fuel System	Normal	1	1	1	1	1	1			
	Abnormal		1	1						
b. Electrical System	Normal	1	1	1	1	1	1			
	Abnormal	2	1	1						
c. Powerplant Malfunction			2	1	1	1	1			
d. Fire Detection Systems and Extinguishing Systems	Normal	1	1	1			1	1		
	Abnormal		1	1	1	1	1			
e. Aircraft and Personal Emergency Equipment			1	1	1		1			
f. Automatic FCS, EFIS (As Applicable), and Related Subsystems	Normal	2	1	1	1	1	1			
	Abnormal		2	1	1					
g. Navigation and Avionics Systems	Normal	2	1	1	1	1	1			
	Abnormal		2	1	1					
h. Anti-ice and Deice Systems	Normal	1	1	1	1	1	1			
	Abnormal				1					
i. Flight Control Systems	Normal	1	1	1	1	1	1			
	Abnormal					1				
j. Hydraulic System	Normal	1	1	1	1	1	1			
	Abnormal					1				
8. EMERGENCY PROCEDURES										
a. Rapid Decompression			1							
b. Emergency Descent (Maximum Rate Descent)			1							
c. Oxygen System			1							
d. Air Conditioning & Pressurization Systems			1							
e. Emergency Evacuation					1					
f. Inflight Fire and Smoke Removal					1					
9. POST FLIGHT PROCEDURES										
a. After Landing Procedures		1	1	1		1	1			
b. Parking and Securing		1	1	1	1	1	1			
10. SPECIAL EMPHASIS AREAS - PTS										
a. Positive Aircraft Control (Opt)		T	T	T	T	T	T			
b. Procedures for Positive Exchange of Flight Controls (Opt)										
c. Stall/Spin Awareness (Opt)		T	T	T					T	
d. Special Use Airspace and Other Airspace Areas (Opt)			T						T	
e. Collision Avoidance Procedures (Opt)			T				T		T	
f. Wake Turbulence & Low Level Wind Shear Avoidance Procedures (Opt)							T		T	
g. Runway Incursion Avoidance & Good Cockpit Discipline During Taxi Ops (Opt)				T			T			

10. SPECIAL EMPHASIS AREAS - PTS		06/15	06/16	06/18	06/19	06/20	06/21			
h. Land and Hold Short Operations (LAHSO) (Opt)										
i. Controlled Flight Into Terrain (CFIT) (Opt)						T				
j. Aeronautical Decision Making (ADM)/Risk Management (Opt)		T	T	T	T		T			
k. Crew/Single-Pilot Resource Mgmt (CRM/SRM) to include Automation Mgmt (Opt)		T	T	T	T	T	T			
l. Recognition of Wing Contamination to Icing (Opt)					T					
m. Adverse Effects of Wing Contamination (Opt)					T					
n. Icing Procedures as Published in AFM (Opt)					T					
o. Traffic Awareness, "See and Avoid" Concept (Opt)						T	T			
# OF TAKEOFF AND LANDINGS		06/15	06/16	06/18	06/19	06/20	06/21			
		TOTALS								
TAKEOFFS	DAY	12	2	3			4	3		
	NIGHT	12			7	5				
LANDINGS	DAY	12	2	3			4	3		
	NIGHT	8			4	4				
INSTRUCTOR INITIALS		INSTRUCTOR								
CLR		Craig L. Ruedy (00002509)								
Endorsements		YES NO		Instructor Digital Signature						
Differences in Crew SOPs, Callouts, Checklist Usage and CRM Expectations have been Trained.		na	na							
PIC Proficiency Check 61.58 Complete		<input type="checkbox"/>	<input type="checkbox"/>							
Recommend for: ATP Checkride		<input type="checkbox"/>	<input type="checkbox"/>							
Recommend for: Type Checkride		<input checked="" type="checkbox"/>	<input type="checkbox"/>	Craig Ruedy (P00002509) 21Jun12 11:04						
Recommend FSI Pro Card		<input checked="" type="checkbox"/>	<input type="checkbox"/>	Craig Ruedy (P00002509) 21Jun12 11:04						
GRADING LEGEND:										
1 = PROFICIENT					T = TRAINED PROCEDURE ONLY					
2 = NORMAL PROGRESS					D = DISCUSSED					
3 = NEEDS ADDITIONAL TRAINING					C = COMPLETE (FOR LOFT ONLY)					
4 = UNSATISFACTORY										
Remarks are Encouraged. A Grade of 3 or 4 Requires Remarks.										
JAA Clients Require Daily Remarks to Include Identifier of Airports Used.										
Shaded cells indicate task is in lesson for that day.										

DATE	REMARKS
15Jun12 CLR	RA-390 IP day #1. KSLN - KHUT. Rich is here for a RA-390S type rating. He is training alone. He has experience in other turbine aircraft, including jets. Course completion and Procard standards were discussed. Pilot skills are very good. CRM is also fine. System knowledge is getting stronger every day. We are working on FMS-3000 and PL-21 skills. We are on schedule for training in the normal time frame. No issues noted, overall good job.
15Jun12 10.b.Procedures for Positive Exchange of Flight Controls (Opt)	Client is training as a single pilot.
15Jun12 10.h.Land and Hold Short Operations (LAHSO) (Opt)	Client does not perform this operation.
16Jun12 CLR	RA-390 IP day #2. KPHL - KJFK. PHL - 9 (SID) & CARMN-4 (STAR) were demonstrated. Rich had a very good day. Pilot skills are excellent. We are practising the pictorial walk around. CRM is strong. He knows his memory items and E.P.'s. System knowledge is very good. Rich is on schedule to finish his training in four more sessions. No issues noted. Overall great job.
18Jun12 CLR	RA-390 day #3. Night flight from KICT to KHUT. Rich did very well again tonight. We are working with advanced FMS-3000 and PL-21 procedures. He is doing well with his SE flying and approaches. Overall no problems with any part of the training. Pilot skills are excellent. CRM & system knowledge are very strong. We are on schedule to finish in 3 more training sessions.
19Jun12 CLR	RA-390 day #4. KMSP - KICT. ORSKY-5 (SID) was demonstrated. FMS-3000 skills are improving daily. PL-21 abilities are good. CRM is very good. Pilot skills and system knowledge are at the ATP performance levels. Rich is on schedule to finish his training in two more training sessions. No issues noted.
20Jun12 CLR	RA-390 IP day #5. KRIL - KASE, KHUT - KICT. UYRIG-3 (SID) was shown. Rich had a very strong performance today. His V1 cuts and SE missed approaches looked excellent. FMS-3000 & PL-21 skills are very good. CRM and system knowledge are excellent. Total hydraulic failure and windshear models were flown to standards. Pilot skills continue to be at the ATP performance level. He is going to finish his training in one more training session.
21Jun12 CLR	RA-390 IP day #6. KSLN - KHUT - KICT. Pilot skills are excellent. CRM & system knowledge are to the ATP performance level. Course is complete. A FSI Procard is recommended.

DATE	REMARKS
15Jun12 CLR	RA-390 IP day #1. KSLN - KHUT. Rich is here for a RA-390S type rating. He is training alone. He has experience in other turbine aircraft, including jets. Course completion and Procard standards were discussed. Pilot skills are very good. CRM is also fine. System knowledge is getting stronger every day. We are working on FMS-3000 and PL-21 skills. We are on schedule for training in the normal time frame. No issues noted, overall good job.
15Jun12 10.b.Procedures for Positive Exchange of Flight Controls (Opt)	Client is training as a single pilot.
15Jun12 10.h.Land and Hold Short Operations (LAHSO) (Opt)	Client does not perform this operation.
16Jun12 CLR	RA-390 IP day #2. KPHL - KJFK. PHL- 9 (SID) & CARMN-4 (STAR) were demonstrated. Rich had a very good day. Pilot skills are excellent. We are practising the pictorial walk around. CRM is strong. He knows his memory items and E.P.'s. System knowledge is very good. Rich is on schedule to finish his training in four more sessions. No issues noted. Overall great job.
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19Jun12 CLR	RA-390 day #4. KMSP - KICT. ORSKY-5 (SID) was demonstrated. FMS-3000 skills are improving daily. PL-21 abilities are good. CRM is very good. Pilot skills and system knowledge are at the ATP performance levels. Rich is on schedule to finish his training in two more training sessions. No issues noted.
20Jun12 CLR	RA-390 IP day #5. KRIL - KASE, KHUT - KICT. UYRIG-3 (SID) was shown. Rich had a very strong performance today. His V1 cuts and SE missed approaches looked excellent. FMS-3000 & PL-21 skills are very good. CRM and system knowledge are excellent. Total hydraulic failure and windshear models were flown to standards. Pilot skills continue to be at the ATP performance level. He is going to finish his training in one more training session.

Training Summary

Richard Zachary Trammell (██████████)
 Executive Shuttle (0000017167)
 Hawker Beechcraft

Course: Premier, 61.157 Initial
Course Code: 00022000111062
Start Date: 07Jun12
Objectives: 61-157TR

[Client Schedule](#)
[Flight Training Record](#)
[RMS Training Preparation](#)
[Customer Service Record](#)

Course Versions:	Version	Owner	Revision	Date	Authority
	61-157 (002)	0000009541	R004	01Sep10	FAA
Certificates & Licenses:	Type	Number	Issuing Country	Primary	
	ATP	██████████	UNITED STATES	No	

Training Record Status: Pending
 There are one or more flight training tasks that remain to be graded.
 There are flight training and/or briefing hours that have not been met.
 There are endorsements/checks that have not been met.

Training Hours Summary

Ground Curriculum Summary

Modules - Incomplete

Next Scheduled Activity

No Incomplete Found.

Modules - Complete

	Grade	Date	Instructor
Aircraft Systems			
Air Conditioning		09Jun12	Cary N. Wangelin
Aircraft General		07Jun12	Cary N. Wangelin
Avionics		12Jun12	Cary N. Wangelin
Electrical		07Jun12	Cary N. Wangelin
Fire Protection		09Jun12	Cary N. Wangelin
Flight Controls		12Jun12	Cary N. Wangelin
Fuel		08Jun12	Cary N. Wangelin
Hydraulics (General)		11Jun12	Cary N. Wangelin
Ice and Rain Protection		11Jun12	Cary N. Wangelin
Landing Gear and Brakes		12Jun12	Cary N. Wangelin
Lighting		08Jun12	Cary N. Wangelin
Master Warning		08Jun12	Cary N. Wangelin
Oxygen		11Jun12	Cary N. Wangelin
Pneumatics		09Jun12	Cary N. Wangelin
Powerplant		08Jun12	Cary N. Wangelin
Pressurization		09Jun12	Cary N. Wangelin
Systems Review, Examination and Critique		13Jun12	Cary N. Wangelin
General Operational Subjects			
Approved AFM/AOM		12Jun12	Cary N. Wangelin
Crew Resource Management (CRM)		12Jun12	Cary N. Wangelin
Flight Planning		13Jun12	Cary N. Wangelin
Performance		13Jun12	Cary N. Wangelin
Weight & Balance		13Jun12	Cary N. Wangelin
Windshear Training		12Jun12	Cary N. Wangelin
Systems Integration			
Systems Integration		14Jun12	Craig L. Ruedy

Ground Training Notes

https://phpentapp.flightsafety.com/as4ent_training_summary.php?AHID=000061383360&... 6/16/2012

FlightSafety international

NAME Trammell Richard COMPANY Executive Shuttle DATE 6/13/12

EXAM TITLE Pilot - RA 390 Premier I GRADE 94

EXAM VERSION A EXAM REVISION DATE 7/13/11 INSTRUCTOR Wangelin

1	A	B	C	D	26	A	B	C	D	51	A	B	C	D	76	A	B	C	D
2	A	B	C	D	27	A	B	C	D	52	A	B	C	D	77	A	B	C	D
3	A	B	C	D	28	A	B	C	D	53	A	B	C	D	78	A	B	C	D
4	A	B	C	D	29	A	B	C	D	54	A	B	C	D	79	A	B	C	D
5	A	B	C	D	30	A	B	C	D	55	A	B	C	D	80	A	B	C	D
6	A	B	C	D	31	A	B	C	D	56	A	B	C	D	81	A	B	C	D
7	A	B	C	D	32	A	B	C	D	57	A	B	C	D	82	A	B	C	D
8	A	B	C	D	33	A	B	C	D	58	A	B	C	D	83	A	B	C	D
9	A	B	C	D	34	A	B	C	D	59	A	B	C	D	84	A	B	C	D
10	A	B	C	D	35	A	B	C	D	60	A	B	C	D	85	A	B	C	D
11	A	B	C	D	36	A	B	C	D	61	A	B	C	D	86	A	B	C	D
12	A	B	C	D	37	A	B	C	D	62	A	B	C	D	87	A	B	C	D
13	A	B	C	D	38	A	B	C	D	63	A	B	C	D	88	A	B	C	D
14	A	B	C	D	39	A	B	C	D	64	A	B	C	D	89	A	B	C	D
15	A	B	C	D	40	A	B	C	D	65	A	B	C	D	90	A	B	C	D
16	A	B	C	D	41	A	B	C	D	66	A	B	C	D	91	A	B	C	D
17	A	B	C	D	42	A	B	C	D	67	A	B	C	D	92	A	B	C	D
18	A	B	C	D	43	A	B	C	D	68	A	B	C	D	93	A	B	C	D
19	A	B	C	D	44	A	B	C	D	69	A	B	C	D	94	A	B	C	D
20	A	B	C	D	45	A	B	C	D	70	A	B	C	D	95	A	B	C	D
21	A	B	C	D	46	A	B	C	D	71	A	B	C	D	96	A	B	C	D
22	A	B	C	D	47	A	B	C	D	72	A	B	C	D	97	A	B	C	D
23	A	B	C	D	48	A	B	C	D	73	A	B	C	D	98	A	B	C	D
24	A	B	C	D	49	A	B	C	D	74	A	B	C	D	99	A	B	C	D
25	A	B	C	D	50	A	B	C	D	75	A	B	C	D	100	A	B	C	D

THIS EXAMINATION WAS CORRECTED TO 100%

[Handwritten Signature]

PROCTOR / INVIGILATOR SIGNATURE

ISD-151 R3 02/2010

RECORD OF TRAINING
Richard Zachary Trammell
Executive Shuttle
 on June 14, 2012 has completed
FlightSafety's PRM Operations Course

Ground Training Curriculum

Reference	Unable to Participate	All Users Page
Definitions	Contingency Procedures	Approach Procedures
Introduction	TCAS Operations	Breakout Procedures
Crew Qualification	Approach Types	Approach Charts

Ground Training Hours: 1.00



This course is not an approved Pilot Recurrent or Pilot Initial for the aircraft type of the simulator used in the training.


 Brian Rogers - Manager

Hawker Beechcraft Learning Ctr

28Jun12
Date

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

61625405-000

FLIGHT SAFETY

INTERNATIONAL

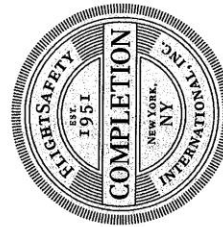
Certifies that

Richard Zachary Trammell

has satisfactorily completed a course of

PRM Operations

Conferred on 14th day of June, 2012



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


MANAGER

Hawker Beechcraft Learning Ctr

FlightSafety.
International

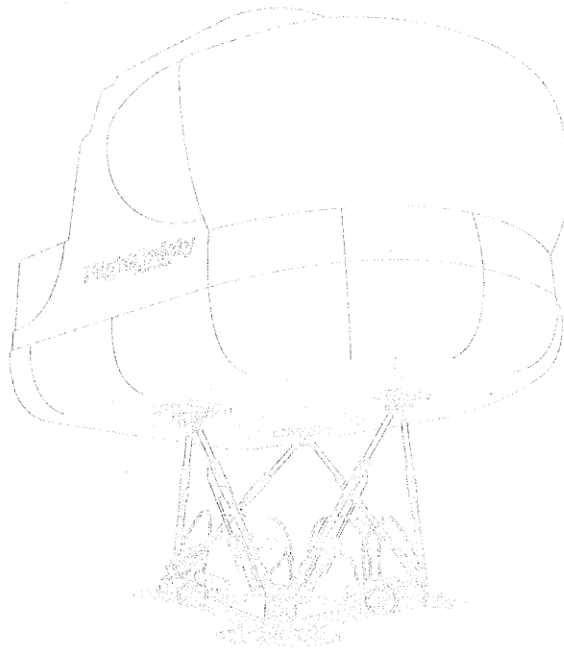


RECORD OF TRAINING
Richard Zachary Trammell
Executive Shuttle
 on June 15, 2012 has completed
FlightSafety's Enrichment Pilot Monitoring Course

Ground Training Curriculum

NTSB/ICAO emphasis Defined Cause and effect	Poor monitoring factors Effective actions Vertical segment actions	Automation usage effectiveness
---	--	--------------------------------

Ground Training Hours: 2.00




 Brian Rogers - Manager

Hawker Beechcraft Learning Ctr

28Jun12
 Date

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

61625726-000

FLIGHT SAFETY

INTERNATIONAL

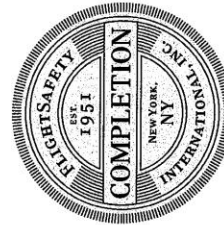
Certifies that

Richard Zachary Trammell

has satisfactorily completed a course of

Enrichment Pilot Monitoring

Conferred on 15th day of June, 2012



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

R. [Signature]
MANAGER

Hawker Beechcraft Learning Ctr

FlightSafety.
international

RECORD OF TRAINING

**Richard Zachary Trammell
Executive Shuttle**

on June 19, 2012 has completed

FlightSafety's Domestic Reduced Vertical Separation Minimums Course

Ground Training Curriculum

History	Approval Process	Contingency Procedures
Source Documents	Monitoring Requirements	Controller Phraseology
Benefits	Operations	Pilot Phraseology
Equipment Requirements	Special Emphasis	

Ground Training Hours: 2.00




Brian Rogers - Manager

Hawker Beechcraft Learning Ctr

28Jun12
Date

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

61750294-000

FLIGHT SAFETY

INTERNATIONAL

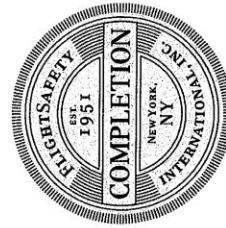
Certifies that

Richard Zachary Trammell

has satisfactorily completed a course of

Domestic Reduced Vertical Separation Minimums

Conferred on _____ *19th day of June, 2012*



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

R. [Signature]

MANAGER
Hawker Beechcraft Learning Ctr

FlightSafety.
international

RECORD OF TRAINING

Richard Zachary Trammell
Executive Shuttle

on June 19, 2012 has completed

FlightSafety's US Terminal and Enroute RNAV Procedures Course

Ground Training Curriculum

Information in the Advisory Circular	Operator recommended levels of automation	Adhering to speed and/or altitude constraints
Use of Aircraft Equipment/Navigation	Contingency Procedures for RNAV Failures	Making runway changes associated with a DP or STAR
Definition of required navigation performance RNP	Verifying currency of aircraft navigation data	Verifying waypoints & flight planning programming
Chart depiction and textual description	Verifying completion of RNAV system self-test	Automatic runway update with takeoff point shift
RNAV system specific information	Initializing RNAV system position	Flying direct to a waypoint
RNAV equipment operating procedures	Departure (DP) or Standard Terminal Arrival (STAR)	Flying a course/track to a waypoint

Ground Training Hours: 3.00



This course is not an approved Pilot Recurrent or Pilot Initial for the aircraft type of the simulator used in the training.


Brian Rogers - Manager

Hawker Beechcraft Learning Ctr

28Jun12
Date

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

61625479-000

FLIGHT SAFETY

INTERNATIONAL

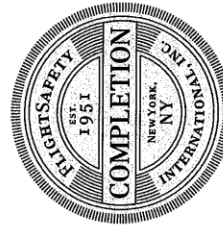
Certifies that

Richard Zachary Trammell

has satisfactorily completed a course of

US Terminal and Enroute RNAV Procedures

Conferred on _____ **19th day of June, 2012**



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



MANAGER

Hawker Beechcraft Learning Ctr

FlightSafety.
international

FlightSafety LOGBOOK ENDORSEMENT STICKER

Name: Richard Trammell
 Holder of Airman Certificate No. [redacted]
 Employed by: Executive Shuttle

has successfully completed:

•SIC Qualification	FAR 61.55(b)	Yes <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>
•SIC Type Rating	FAR 61.55(d)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

has demonstrated the skill and knowledge required for the safe operation of the _____, relevant to the duties and responsibilities of a second in command, and is subject to the requirements of 61.55(j).

Type of Aircraft _____

•Flight Review	FAR 61.56(c)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
•PIC Landing Currency (General)	FAR 61.57(a)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
•PIC Night Landing Currency	FAR 61.57(b)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
•PIC Instrument Currency	FAR 61.57(c)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
•Instrument Proficiency Check	FAR 61.57(d)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
•Alternate Night Landings	FAR 61.57(e)(3)(ii)(D)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
•Pilot in Command Proficiency Check	FAR 61.58	<input type="checkbox"/>	<input checked="" type="checkbox"/>
•Training On Required Areas Of Operation	FAR 61.157(b)(2),(e)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sim. or Aircraft Registration # and Aircraft Type: RA390 #745
 Instructor/TCE Name: Ruedy Location: HBLC
 TCE #: [redacted] TCE Exp. Date: 7/2012
 Instructor/TCE Signature: [redacted] Date: 21 June 12

M0087 Rev 8.0 -1/2011

3.0 Wilmington Records

FlightSafety International Greater Philadelphia/Wilmington Learning Center	1105-CFM-75-01-01 Rev 2.3 16JUL2010
---	--

Trammell, Richard
Executive Shuttle
Resv: 0199433
Philadelphia/Wilmington
January 03 - January 05, 2013
Premier I Recurrent

Client IACRA FTN# _____

Pilot Training Record Certification

To be completed by CSR / PM

Prerequisites Confirmed and all courses scheduled per customer requirements, TA, & RMS.

CSR Initials JW PM Initials [Redacted]

NOTES: _____

To be completed by Evaluator

FAA Qualifications: 61.55 61.56 61.58 61.63
 61.157 135.293(a) 135.293(b) 135.297
 CAT II Other (Specify) _____
25 Hrs SOE Req'd

JAA Qualifications: LST LPC OPC Right Seat PIC
 CAT II LVTO Other (Specify) _____

TCE/SPE Name (please print): Ed Walker

NOTES: _____

To be completed by Program Manager

Completion paperwork: Letter of Attendance only Special – See note below

Training folder review complete per 1105-CWI-75-01-01: PM Initials [Redacted]

NOTES: _____

<i>All Printed copies of this Document are Uncontrolled. Please check the approved electronic version to ensure that you are using the correct version.</i>



**FLIGHT TRAINING RECORD
Premier Pilot RECURRENT**

Client: Richard Zachary Trammell (0008438071)	Start Date: 03Jan13		
Customer: Executive Shuttle (0000017167)	Objectives: 61-58		
Certificate:	Course: Type (Version) 61-58 (005) 000009541	Revision 0004	Rev. Date 30Jul12
Certificate Holder:	Trng Devices: FS#	FAA#	JAA#
Aircraft Model: Premier	Level D 740	1007	UK/FS-442Z
Pilot Home Base:			
Pilot Certificate: Type ATP	Issuing Country UNITED STATES		

ADDITIONAL REQUIREMENTS INDICATED BY INFORMATION IN PARENTHESIS - Part 135 (135), JAA (J), CANADA(CA)						
Training Period		01/03	01/04	01/05		
DATE: 03Jan13 to 05Jan13		Sim/AC#: 740	740	740		
		Level: D	D	D		
INSTRUCTOR INITIALS		TOTALS	EW	EW	EW	
Left Seat	PF	7.00	2.50	2.50	2.00	
	PNF	0.00	0.00	0.00	0.00	
Right Seat	PF	0.00	0.00	0.00	0.00	
	PNF	0.00	0.00	0.00	0.00	
1. PREFLIGHT PROCEDURES		01/03	01/04	01/05		
a. Preflight Inspection (Cockpit Only)		1				
b. Powerplant Start and Start Malfunctions		1		1		
c. Taxiing		1				
d. Pretakeoff Checks		1		1		
2. TAKEOFF AND DEPARTURE PHASE		01/03	01/04	01/05		
a. Rejected Takeoff		2	1			
b. Normal Takeoff		1	1	1		
c. Powerplant Failure During Takeoff			1			
d. Crosswind Takeoff			1			
e. Instrument Takeoff -RVR:(500')			1			
e. Instrument Takeoff -RVR:(1800')				1		
f. Instrument Departure			1	1		
g. Windshear/Microburst Encounter During Takeoff		1		1		
3. IN-FLIGHT MANEUVERS		01/03	01/04	01/05		
a. Steep Turns		1				
b. Approaches to Stalls		1				
c. Recovery From Unusual Attitudes		1				
d. Powerplant Failure (Including Shutdown and Restart)		1				
e. Stick Pusher Demonstration (Opt)		T				
4. INSTRUMENT PROCEDURES		01/03	01/04	01/05		
a. Instrument Arrival		1	1			
b. Precision Instrument Approach (all engines operating) -RVR:(1800')		1		1		
c. Nonprecision Instrument Approach		1				
d. Holding		1				
e. Missed Approach From a Precision Approach		2	1	1		
f. Precision Instrument Approach with an Engine Inoperative			1	1		

4. INSTRUMENT PROCEDURES		01/03	01/04	01/05					
g. Nonprecision Instrument Approach		1							
h. Circling Approach			1	1					
i. Visual Approach				1					
j. Missed Approach with a Powerplant Failure			1	1					
5. APPROACHES		01/03	01/04	01/05					
a. CAT II (Opt)	Normal								
	Abnormal								
b. CAT III (Opt)	Normal								
	Abnormal								
c. FMS Approach (Opt)	Normal								
	Abnormal								
d. GPS (Opt)	Normal								
	Abnormal								
e. ILS (Opt)	Normal	1	1	1					
	Abnormal								
f. ILS (Coupled) (Opt)	Normal	1	1	1					
	Abnormal								
g. LOC (Opt)	Normal		1	1					
	Abnormal								
h. LOC/BC (Opt)	Normal								
	Abnormal								
i. LOC/DME (Opt)	Normal								
	Abnormal								
j. NDB (Opt)	Normal								
	Abnormal								
k. RNAV (Opt)	Normal	1	1	1					
	Abnormal								
l. Standby Instruments (Opt)	Normal			1					
	Abnormal								
m. Visual (Opt)	Normal			1					
	Abnormal								
n. VOR (Opt)	Normal								
	Abnormal								
o. VOR/DME (Opt)	Normal			1					
	Abnormal								
p. Precision (Opt)	Normal	1	1	1					
	Abnormal								
	Manual - Raw Data								
	Manual - Flight Director	1	1	1					
	Manual - Single Engine								
	Manual - One Engine Inop		1	1					
q. Nonprecision (Opt)	Normal	1	1	1					
	Abnormal								
	Procedure Turn	1							
	Manual w/o Vec		1						
r. Missed Approaches (Opt)	From Precision	1	1						
	Published	1	1						
	Powerplant Failure		1						
6. LANDINGS AND APPROACHES TO LANDINGS		01/03	01/04	01/05					
a. Normal Landing		1	1	1					
b. Landing from a Precision Approach		1	1	1					
c. Approach and Landing with a Powerplant Failure			1	1					
d. Crosswind Landings			1						
e. Landing from a Circling Approach			1	1					
f. Rejected Landing			1						
g. Landing from a Visual Approach			1						

		01/03	01/04	01/05						
6. LANDINGS AND APPROACHES TO LANDINGS										
h. Landing from a No Flap or Nonstandard Flap Approach				1						
i. Windshear/Microburst Encounter During Approach				1						
7. NORMAL/ABNORMAL PROCEDURES										
a. Navigation and Avionics Systems	Normal	1	1	1						
	Abnormal	1								
b. Automatic Flight Control System, EFIS and Related Subsystems	Normal	1	1							
	Abnormal	1								
c. Electrical	Normal	1	1							
	Abnormal	1								
d. Powerplant Malfunction		1								
e. Fuel System	Normal	1	1							
	Abnormal	1								
f. Anti-ice and Deice Systems	Normal	1	1							
	Abnormal	1								
g. Hydraulic Systems	Normal	1	1							
	Abnormal	1								
h. Air Conditioning & Pressurization Systems	Normal	1								
	Abnormal			1						
i. Flight Control Systems	Normal	1	1							
	Abnormal			1						
j. Fire Detection and Extinguisher Systems	Normal	1								
	Abnormal			1						
k. Aircraft and Personal Emergency Equipment				1						
l. Oxygen System	Normal	1	1							
	Abnormal			1						
8. EMERGENCY PROCEDURES										
a. Inflight Fire and Smoke Removal				1						
b. Rapid Decompression				1						
c. Emergency Descent (Maximum Rate Descent)				1						
d. Emergency Evacuation				1						
9. POST FLIGHT PROCEDURES										
a. After Landing Procedures		1	1	1						
b. Parking and Securing		1	1	1						
10. SPECIAL EMPHASIS AREAS - PTS										
a. Positive Aircraft Control (Opt)		T	D	T						
b. Procedures for Positive Exchange of Flight Controls (Opt)										
c. Stall/Spin Awareness (Opt)										
d. Special Use Airspace and Other Airspace Areas (Opt)										
e. Collision Avoidance Procedures (Opt)		T	D	T						
f. Wake Turbulence & Low Level Wind Shear Avoidance Procedures (Opt)										
g. Runway Incursion Avoidance & Good Cockpit Discipline During Taxi Ops (Opt)		T								
h. Land and Hold Short Operations (LAHSO) (Opt)										
i. Controlled Flight Into Terrain (CFIT) (Opt)										
j. Aeronautical Decision Making (ADM)/Risk Management (Opt)		T		T						
k. Crew/Single-Pilot Resource Mgmt (CRM/SRM) to include Automation Mgmt (Opt)		T		T						
l. Recognition of Wing Contamination to Icing (Opt)			T							

CLIENT: Richard Zachary Trammell CERTIFICATE NUMBER: ██████████

10. SPECIAL EMPHASIS AREAS - PTS			01/03	01/04	01/05						
m. Adverse Effects of Wing Contamination (Opt)				T							
n. Icing Procedures as Published in AFM (Opt)				T							
o. Traffic Awareness, "See and Avoid" Concept (Opt)											
# OF TAKEOFF AND LANDINGS			01/03	01/04	01/05						
		TOTALS									
TAKEOFFS	DAY	2	2								
	NIGHT	6		3	3						
LANDINGS	DAY	2	2								
	NIGHT	6		3	3						
INSTRUCTOR INITIALS			INSTRUCTOR								
EW			Edward A. Walker (00000720)								
Endorsements			YES NO		Instructor Digital Signature						
Differences in Crew SOPs, Callouts, Checklist Usage and CRM Expectations have been Trained.			na na								
Recommend FSI Pro Card			<input checked="" type="checkbox"/> <input type="checkbox"/>		Ed Walker (P00000720) 07Jan13 09:44						
GRADING LEGEND:											
1 = PROFICIENT			T = TRAINED PROCEDURE ONLY								
2 = NORMAL PROGRESS			D = DISCUSSED								
3 = NEEDS ADDITIONAL TRAINING			C = COMPLETE (FOR LOFT ONLY)								
4 = UNSATISFACTORY											
Remarks are Encouraged. A Grade of 3 or 4 Requires Remarks.											
JAA Clients Require Daily Remarks to Include Identifier of Airports Used.											
Shaded cells indicate task is in lesson for that day.											

DATE	REMARKS
03Jan13 EW	completed first session of 61.58 recurrent. All training conducted at KHPN. On first departure client was presented with an engine failure at 90 KIAS. Client continued takeoff counter to pretakeoff briefing. This situation was debriefed and will be retrained. During missed approach Client did not observe a TO waypoint in the L2 position of the FMS and on the execution of a missed approach the aircraft began a track counter to published procedure. On approach for a ILS to HPN client set 1000 feet instead of 2000 feet as assigned. A satisfactory review of all airwork was conducted and a demonstration of the stick pusher was conducted. A TCAS event was presented and handled correctly.
03Jan13 4.g.Nonprecision Instrument Approach	RNAV RWY16 to Landing at KHPN
04Jan13 EW	Completed session two of a 61.58 recurrent. Training conducted between KBOS and KJFD at night and in winter conditions. Icing was present in clouds. While cruising at FL220 client experienced a low oil pressure, later this condition deterred to no oil pressure requiring an engine shut down. A OEI ILS to RWY4 at KJFK was conducted to missed approach and a return for a LOC approach. Also during session: A circling approach was conducted, a rejected takeoff and a rejected landing, antiskid failure, and a visual approach was conducted.
04Jan13 2.f.Instrument Departure	Client assigned PATSS One departure from KBOS.
04Jan13 4.a.Instrument Arrival	Client assigned and flew PARCH One Arrival to KJFK.
05Jan13 EW	Completed session three of 61.58 Recurrent. During this session: Dual Generator failure, Dual Hydraulic failure, circling approach. An emergency descent was conducted from FL320 with the use of Oxygen mask. The circling approach was conducted at KJFK. ALL flying to PTS.



RECORD OF TRAINING / CHECKING

Richard Zachary Trammell
Executive Shuttle

during the period January 03, 2013 through January 05, 2013 has completed
FlightSafety's Premier, 61.58 Recurrent PIC Course
Model: *Premier*

Ground Training Curriculum


Aircraft General	Ice and Rain Protection	Systems Review, Examination and Critique
Electrical	Pneumatics	Weight & Balance
Fuel	Air Conditioning	Performance
Powerplant	Pressurization	Flight Planning
Fire Protection	Oxygen	Approved AFM/AOM
Hydraulics (General)	Lighting	Windshear
Landing Gear and Brakes	Avionics	Crew Resource Management (CRM)
Flight Controls	Master Warning	Systems Integration

Ground Training Hours: 12.00
Briefing/Debriefing Hours: 4.50

Flight Training Curriculum

Flight Simulator:	Pilot Flying	7.00
	Pilot Not Flying	0.00
	Total Hours:	7.00

FAR 61 Endorsements: 61.57(a)[✓] 61.57(b)[✓] 61.57(c)[✓] 61.57(d)[✓]
FAR 61 Test/Checks: 61.58(PIC)[✓]


Donald Gorman - Manager

Philadelphia / Wilmington Ctr

07Jan13
Date

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

64174205-000

Client Training Audit / Attendance Record
 Philadelphia / Wilmington Ctr
 FlightSafety International
 Richard Zachary Trammell / Executive Shuttle
 Premier, 61.58 Recurrent PIC
 Start Date: 03Jan13

Date: 1/7/13
 Time: 09:45

Day/Date/Time	Instructor / Duration Hrs	Unit / Type	Digitally Signed By	Flying Hours	Not Flying Hours	Academics completed/scheduled
Thu 01/03/13 08:00 - 12:00	Edward A. Walker 4.00	713RP-GS01 Aircraft Systems	Ed Walker (P00000720) 03Jan13 17:22			Aircraft General Master Warning Electrical Lighting
Thu 01/03/13 13:00 - 14:00	Edward A. Walker 1.00	713RP-SIM01P Briefing (Simulator)	Ed Walker (P00000720) 04Jan13 10:35			
Thu 01/03/13 14:00 - 16:30	Edward A. Walker 2.50	713RP-SIM01P Full Flight Simulation	Ed Walker (P00000720) 04Jan13 10:35	2.50	0.00	IN-FLIGHT MANEUVERS
Thu 01/03/13 16:30 - 17:00	Edward A. Walker 0.50	713RP-SIM01P Briefing (Simulator)	Ed Walker (P00000720) 04Jan13 10:35			
Fri 01/04/13 08:00 - 10:00	Robert Campbell 2.00	713RP-GS02 Aircraft Systems	Bob Campbell (P00010917) 05Jan13 12:21			Pressurization Fire Protection Fuel Ice and Rain Protection Powerplant
Fri 01/04/13 10:00 - 12:00	Robert Campbell 2.00	713RP-GS02A General Operational Subjects	Bob Campbell (P00010917) 05Jan13 12:22			Crew Resource Management (CRM) Flight Planning Weight & Balance Windshear Performance Approved AFM/AOM
Fri 01/04/13 13:00 - 14:00	Edward A. Walker 1.00	713RP-SIM02P Briefing (Simulator)	Ed Walker (P00000720) 05Jan13 12:02			
Fri 01/04/13 14:00 - 16:30	Edward A. Walker 2.50	713RP-SIM02P Full Flight Simulation	Ed Walker (P00000720) 05Jan13 12:02	2.50	0.00	
Fri 01/04/13 16:30 - 17:00	Edward A. Walker 0.50	713RP-SIM02P Briefing (Simulator)	Ed Walker (P00000720) 05Jan13 12:02			
Sat 01/05/13 08:00 - 11:00	Robert Campbell 3.00	713RP-GS03 Aircraft Systems	Bob Campbell (P00010917) 05Jan13 12:22			Avionics Landing Gear and Brakes Hydraulics (General) Air Conditioning Flight Controls Oxygen Pneumatics Systems Review, Examination and Critique
Sat 01/05/13 11:00 - 12:00	Robert Campbell 1.00	713RP-SIT01 Systems Integration	Bob Campbell (P00010917) 05Jan13 12:23			Systems Integration
Sat 01/05/13 13:00 - 14:00	Edward A. Walker 1.00	713RP-SIM03P Briefing (Simulator)	Ed Walker (P00000720) 07Jan13 09:44			
Sat 01/05/13 14:00 - 16:00	Edward A. Walker 2.00	713RP-SIM03P Full Flight Simulation	Ed Walker (P00000720) 07Jan13 09:44	2.00	0.00	PREFLIGHT PROCEDURES TAKEOFF AND DEPARTURE PHASE INSTRUMENT PROCEDURES APPROACHES LANDINGS AND APPROACHES TO LANDINGS NORMAL/ABNORMAL PROCEDURES EMERGENCY PROCEDURES POST FLIGHT PROCEDURES SPECIAL EMPHASIS AREAS - PTS
Sat 01/05/13 16:00 - 16:30	Edward A. Walker 0.50	713RP-SIM03P Briefing (Simulator)	Ed Walker (P00000720) 07Jan13 09:44			

Endorsements:
 Endorsements:Recommend FSI Pro Card [X] Ed Walker (P00000720) 07Jan13 09:44

https://logbook.flightsafety.com/FSCR_ND/crrpcta.mbr/default?centerid=1105&user=1159... 1/7/2013

FAR 61 Endorsements:61.57(a) [X]	Ed Walker (P00000720) 07Jan13 09:44
FAR 61 Endorsements:61.57(b) [X]	Ed Walker (P00000720) 07Jan13 09:44
FAR 61 Endorsements:61.57(c) [X]	Ed Walker (P00000720) 07Jan13 09:44
FAR 61 Endorsements:61.57(d) [X]	Ed Walker (P00000720) 07Jan13 09:44
FAR 61 Test/Checks:61.58(PIC) [X]	Ed Walker (P00000720) 07Jan13 09:44

https://logbook.flightsafety.com/FSCR_ND/crrpcta.mbr/default?centerid=1105&user=1159... 1/7/2013

Client Training Audit / Attendance Record
 Philadelphia / Wilmington Ctr
 FlightSafety International
 Richard Zachary Trammell / Executive Shuttle
 Premier, 61.58 Recurrent PIC
 Start Date: 03Jan13

Date: 1/7/13
 Time: 09:45

Training Curriculum Hours Summary

	Completed Activity	Required Activity
Ground Training Curriculum Summary		
Aircraft Systems	9.00	8.00
General Operational Subjects	2.00	2.00
Systems Integration	1.00	1.00
Ground Training Hours:	12.00	11.00
Briefing/Debriefing Hours:	4.50	3.00
Flight Training Curriculum Summary		
Simulator - pilot flying	7.00	6.00
Simulator - pilot not flying	0.00	0.00
Flight Training Hours:	7.00	6.00
Aircraft - pilot flying	0.00	0.00
Aircraft - pilot not flying	0.00	0.00
Flight Training Hours:	0.00	0.00

https://logbook.flightsafety.com/FSCR_ND/crrpcta.mbr/default?centerid=1105&user=1159... 1/7/2013



Client Information Sheet
Mr. Richard Zachary Trammell

Premier, 61.58 Recurrent PIC
61-58
03Jan13
Last Updated: 27Sep12

Personal Information

Name: Mr. Richard Zachary Trammell
Preferred / Nickname: Rick
Title: Pilot
Date of Birth: 11-OCT-56
Client ID: 0008438071
Home Address: [Redacted]

Hedges-SC-29659
UNITED STATES

Home Phone: [Redacted]
Work Phone: [Redacted]
Cell Phone: [Redacted]
Email: [Redacted]
Country of Citizenship: UNITED STATES

Emergency Contact#:

Customer Information If changes to the Customer Info below are needed, please see your Customer Support Representative

Executive Shuttle (0000017167) Position
322 Terminal Road Aviation Director
Greenwood SC 29649 UNITED STATES Chief of Maintenance
Phone: [Redacted] Fax: [Redacted] Pilot

Name Title
Last Updated: 07Jun12

Flight Experience Information

Total Time PIC (hours): 29649
Total Time SIC (hours): 0
Total Time Multi-Engine Turbine (hours): 0
Total Time Flight Engineer (hours): 0
Total Time Fixed Wing (hours): 12000
Total Time Rotorcraft (hours): 0
Total Time Multi-Engine (hours): 7000 Last 6 Mo: 0
Total Time Instrument (hours): 1500 Last 6 Mo: 0

EFIS Experience? If Yes Type: PI
Type of Flight Director/FMS: _____
Valid Multi Engine Rating or Endorsement?:
Valid Instrument Rating or Endorsement?:
Single Pilot Operator:
Required if JAA Client
Multi Crew Coordination Requirement?:

Aircraft Information

Registration Number of Aircraft Training on: 777UG
Type Rating Held Hours in Type Type Rating Held Hours in Type
737 1200 737 1200

Serial #: AB 208
Type Rating Held Hours in Type

Certificate Information

Cert. Type Cert. Number Issuing Country
ATP [Redacted] US

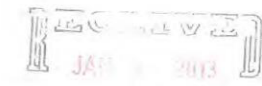
Cert. Type Cert. Number Issuing Country
Last Updated: 07Jun12

Additional Information

Local Accommodations: [Redacted]
Last FSI Course: LiveLearning Cold Weather Operations

Room #: 310
Date: 12Jul12

Please Sign Here: [Signature]



BY: AO
Date: 1-13-13

Printed On: 28Nov12

Exam Title: Pilot-R4390 (Premier I) PRI2184164423

Version: A

Examination Date: 15/11/2022 JAA - FAA

Client Printed Name: Richard Thomas

PART 1 (CLOSED BOOK)				PART 2 (OPEN BOOK)	
SECTION 1	SECTION 2	SECTION 3	SECTION 4	SECTION 7	SECTION 8
<p>A B C D</p> <p>1. [] [] [] []</p> <p>2. [] [] [] []</p> <p>3. [] [] [] []</p> <p>4. [] [] [] []</p> <p>5. [] [] [] []</p> <p>6. [] [] [] []</p> <p>7. [] [] [] []</p> <p>8. [] [] [] []</p> <p>9. [] [] [] []</p> <p>10. [] [] [] []</p> <p>11. [] [] [] []</p> <p>12. [] [] [] []</p> <p>13. [] [] [] []</p> <p>14. [] [] [] []</p> <p>15. [] [] [] []</p> <p>16. [] [] [] []</p> <p>17. [] [] [] []</p> <p>18. [] [] [] []</p> <p>19. [] [] [] []</p> <p>20. [] [] [] []</p>	<p>A B C D</p> <p>1. [] [] [] []</p> <p>2. [] [] [] []</p> <p>3. [] [] [] []</p> <p>4. [] [] [] []</p>	<p>A B C D</p> <p>1. [] [] [] []</p> <p>2. [] [] [] []</p>		<p>A B C D</p> <p>1. [] [] [] []</p> <p>2. [] [] [] []</p> <p>3. [] [] [] []</p>	<p>A B C D</p> <p>1. [] [] [] []</p> <p>2. [] [] [] []</p>
		SECTION 5	SECTION 6		

PILOT EXAMINATION ANSWER SHEET
 REMAIN IN CLIENT FOLDER AS PER CURRENT GUIDELINES

Exam Title: Pilot-RA390 (Premier J) PR12184 63423

Version: A

Examination Date: / / (mm/dd/yy) JAA _ FAA _

Client Printed Name: _____

JAA EXAMINATION GRADING SECTION

EXAMINERS USE ONLY

NOTE: RETEST MUST BE ACCOMPLISHED USING A SEPARATE ANSWER SHEET, BUT ONLY THE SECTIONS FAILED.

I. AL / RETEST

Part 1

Section 1: No. Correct: ___ / No. Questions 20 = ___ %

Section 2: No. Correct: ___ / No. Questions 4 = ___ %

Section 3: No. Correct: ___ / No. Questions 2 = ___ %

Section 4: No. Correct: ___ / No. Questions 0 = ___ %

Section 5: No. Correct: ___ / No. Questions 0 = ___ %

Section 6: No. Correct: ___ / No. Questions 0 = ___ %

Part 2

Section 7: No. Correct: ___ / No. Questions 3 = ___ %

Section 8: No. Correct: ___ / No. Questions 2 = ___ %

Overall Avg. Score: No. Correct: ___ / No. Questions 31 = ___ % Corrected to 100%

Pass / Fail (Delete As Applicable) Examiner's Signature: _____

FAA EXAMINATION GRADING SECTION

EXAMINERS USE ONLY

NOTE: RETEST MUST BE ACCOMPLISHED USING A SEPARATE ANSWER SHEET, THE COMPLETE EXAM (BOTH PARTS) MUST BE RETAKEN.

Overall Avg. Score: No. Correct: 30 / No. Questions 31 = 97 % Corrected to 100%

Pass / Fail (Delete As Applicable) Examiner's Signature: _____

PILOT EXAMINATION ANSWER SHEET

RETAIN IN CLIENT FOLDER AS PER CURRENT GUIDELINES

UNITED STATES OF AMERICA
 Department of Transportation
 Federal Aviation Administration

MEDICAL CERTIFICATE SECOND CLASS

This certifies that (Full name and address):
 RICHARD Zachary TRAMMELL
 Greenwood SC 29649 USA

Date of Birth	Height	Weight	Hair	Eyes	Sex
[REDACTED]	71	240	BROWN	BROWN	M

has met the medical standards prescribed in part 67, Federal Aviation Regulations, for this class of Medical Certificate.

Limitations
 Holder shall possess glasses for near/intermediate vision.

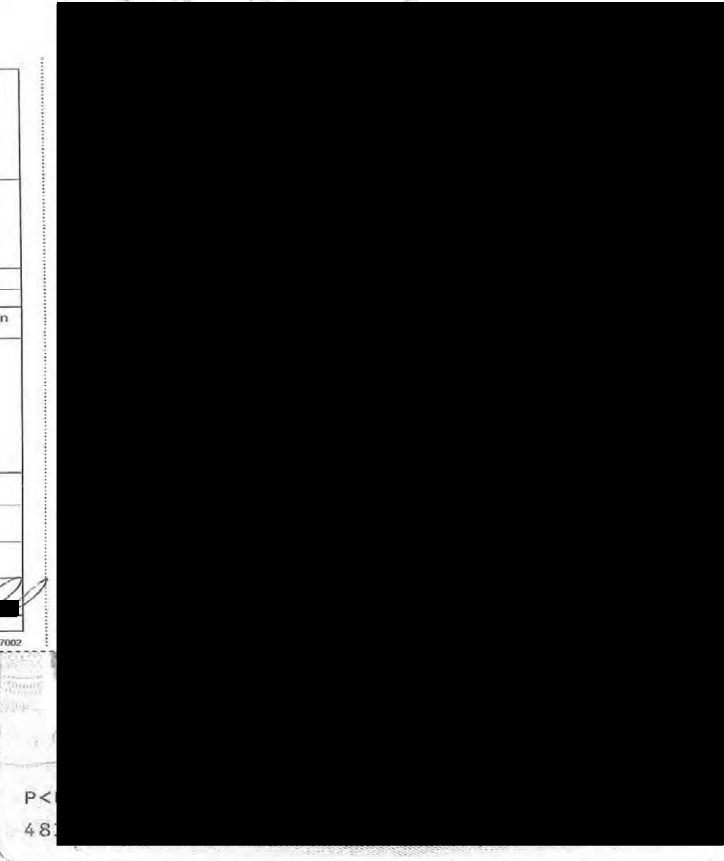
Date of Examination: 10/29/2012
 Examiner's Designation No.: 21172

Examiner
 Signature: [REDACTED]
 Typed Name: WILLIAM L. ECKSTEIN, MD

AIRMAN'S SIGNATURE: [REDACTED]

Applicant ID: 1995159105 Control No.: 200005790961

FAA Form 8500-9 (6-08) Supersedes Previous Edition NSN: 0052-00-670-7002



P<
48

TRUE COPY
 Copied By: [REDACTED]
 Date: 1/3/13

I UNITED STATES OF AMERICA XI
 DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

IV NAME
 RICHARD ZACHARY TRAMMELL

V ADDRESS
 [REDACTED]
 GREENWOOD SC 29649-9406

VI NATIONALITY USA **SEX HEIGHT WEIGHT HAIR EYES**
IVa D.O.B. [REDACTED] **M 72 220 BROWN BROWN**

IX HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF
II AIRLINE TRANSPORT PILOT

III CERTIFICATE NUMBER [REDACTED]

X DATE OF ISSUE 22 JUN 2012

XIV [REDACTED]

XV AUTHORITY

TRUE COPY
 Copied By: [REDACTED]
 Date: 11/3/13

RICHARD ZACHARY TRAMMELL **XII RATINGS**

AIRLINE TRANSPORT PILOT
 AIRPLANE MULTIEGINE LAND
 B-737; BE-300; CE-500; CE-525S; N-267; RA-390S

COMMERCIAL PRIVILEGES
 AIRPLANE SINGLE ENGINE LAND

XIII LIMITATIONS
 ENGLISH EFFICIENT.

VI SIGNATURE OF HOLDER
 [REDACTED]

VI SIGNATURE OF HOLDER

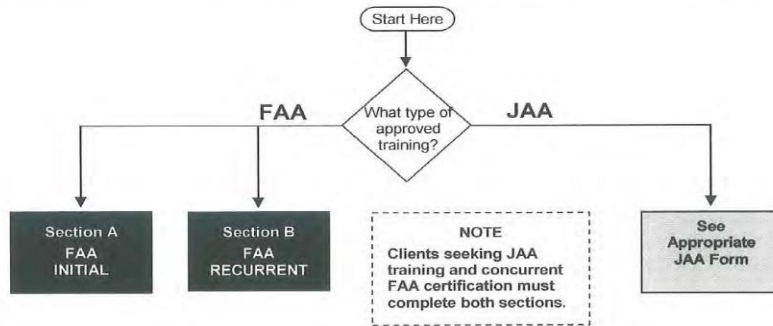
TRAINING PREREQUISITE CRITERIA (Airplane) FORM

FORM COMPLETION INSTRUCTIONS

The purpose of this form is to certify that all regulatory prerequisites are met, and to ensure proper course placement. The information you provide will be maintained on file at the Learning Center, and will only require updating for subsequent visits. Your cooperation in completing this form is appreciated.

Complete the Client and Aircraft Information Section, review the chart at the bottom of this page, and then complete the applicable areas on the remaining pages.

Client And Aircraft Information	
Name:	<i>Richard Trammah</i>
Company:	<i>Executive Shuttle</i>
Title:	<i>Chief Pilot</i>
Learning Center:	<i>14615-13</i>
Training Dates:	<i>1-3/15-13</i>
Course Title:	<i>RA 390 Recurrent</i>
Aircraft (Make/ Model/Series):	<i>Beech Premier IA</i>



Section A—FAA Initial

If you would like to accomplish	then complete sections
Type Rating	1, 2, and 4
ATP	1, 3 and 4
Flight Review	5
Multi Engine Land	6
High Altitude Training	7
Category II	8
Single Pilot Exemption	9
SIC	10

Note: Optional Elective courses are offered. Check with the Learning Center for availability.

Complete the appropriate SECTIONS by placing a check mark next to the items that apply to you.

Section	ITEM	Check as Appropriate	NOTE
1. Type Rating Applicant [Private/Commercial (61.63) or ATP (61.157)]			
	a.	I have the following U.S. pilot certificate with an instrument rating. <input type="checkbox"/> Private <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> ATP	1
	b.	I require high altitude training (HAT). (See Section 7.)	[REDACTED]
	c.	I have 1,000 hours flight time as a pilot. (FSI requirement.)	2
	d.	I have an unrestricted MEL rating. (If "No" complete Section 6 below.)	
2. Type Rating (Level C/D Simulator) (check one block only)			
Limitations			
None	a.	I hold a type rating in a turbojet/turbo-prop airplane of the same class of airplane for which the type rating is sought, and that type rating doesn't contain a supervised operating experience limitation.	3, 3a
None	b.	I have 1,000 hours of flight time in two different turbojet/turbo-prop airplanes of the same class of airplane for which the type rating is sought.	3
None	c.	I have been appointed by the U.S. Armed Forces as pilot in command in a turbojet/turbo-prop airplane of the same class of airplane for which the type rating is sought.	3
None	d.	I have 500 hours of flight time in the same type of airplane.	3
None	e.	I have logged at least 2,000 hours of flight time, of which 500 hours were in turbine-powered airplanes of the same class of airplane for which the type rating is sought.	3
None	f.	I desire to do training and testing in a simulator and an airplane (No Additional PIC Limitation Required).	4
25 Hours	g.	I do not meet any of the criteria in Section 2 (a thru f).	3, 5

Section A—FAA Initial (continued)

Section	ITEM		Check as Appropriate	NOTE
3. ATP (61.157) Certificate Applicant				
	a.	I am at least 23 years of age.		
	b.	I have (check any applicable block): <input type="checkbox"/> A U.S. commercial pilot certificate with an instrument rating. <input type="checkbox"/> A foreign ICAO airline transport pilot license. <input type="checkbox"/> A foreign ICAO commercial pilot license and instrument rating without limitations. <input type="checkbox"/> Military experience that meets 14 CFR part 61.73 requirements to qualify for a commercial pilot certificate, and an instrument rating.		3, 3a
	c.	I have met the eligibility requirement of 61.153		
	d.	I have passed the ATP knowledge test required by 14 CFR part 61.155. (Original copy of the exam results is required.)		
	e.	I have accrued the aeronautical experience required by 14 CFR part 61.159, including 1,500 hours as a pilot. (Verification required.)		3
	f.	I have an unrestricted MEL rating. (If "No" complete Section 6.)		
4. Type Rating and ATP (Experience/Prior Experience) requirements in addition to Sections 1, 2 and 3				
	a.	I have already completed an Initial Course and received Experience/Prior Experience approval from Center Management.		6
5. Flight Review Applicant (61.56)				
	a.	I have at least a U.S. private pilot certificate.		
	b.	I have at least an instrument rating (Required for IFR flight).		
	c.	I have 3 takeoffs and 3 landings in the preceding 90 days (Level-A sim only)		
6. Multi-Engine Land Class Rating Applicant (61.63(c))				
	a.	I am enrolling in an approved course of training that requires a multi-engine land class rating.		
	b.	I have at least a U.S. private pilot certificate with a Single Engine Land and an instrument rating.		
	c.	I have at least a U.S. private pilot certificate with a centerline thrust restricted multi-engine land class rating and an instrument rating.		
7. High Altitude Training Applicant (61.31(g)) (Applies to pressurized aircraft >25,000 feet)				
	a.	I have received the required endorsements for high altitude ground and flight training.		7
	b.	I have served as PIC or completed a pilot proficiency check (aircraft, sim, or FTD) for a pilot certificate or rating before April 15, 1991.		7
	c.	I have completed a PIC proficiency check (aircraft, sim, or FTD) under Part 121, 125, or 135 or by the U.S. military.		7
8. Category II Qualification (61.67) Applicant				
	a.	I have a U.S. ATP certificate or a U.S. private or commercial pilot certificate with an instrument rating.		
	b.	I have 250 hours cross-country PIC, 50 hours night PIC, 75 hours actual or simulated instrument time [no more than 25 hours in a simulator/FTD (40 hrs if at a Part 142 training center)].		

Section A—FAA Initial (continued)

Section	ITEM		Check as Appropriate	NOTE
9.	CE-500 Series Single Pilot Exemption Training Qualification Applicant			8
	a.	I have an unrestricted U.S. Commercial Instrument Pilot License or U.S. Airline Transport Pilot Certificate and have a CE-500 type rating on that U.S. certificate.		
	b.	I have a current Class I or Class II airman medical certificate.		
	c.	I have at least 1000 hours logged as a pilot, of which 500 hours are in <u>turbine-powered airplanes</u> (Logbook verification required.)		9
	d.	I have performed three takeoffs and made three landings to a full stop, as the sole manipulator of the controls, in the same make and model airplane to be trained, within the last 90 days.		10
10.	SIC Applicant (61.55)			
	a.	I wish to receive a 61.55 qualification.		
	b.	I wish to receive an SIC type rating 61.55 (d).		
	c.	I have at least a U.S. private pilot certificate.		
	d.	I have an instrument rating (Required for IFR flight.).		
	e.	I have an unrestricted MEL rating. (If "No" complete Section 6.)		

Section B—FAA Recurrent

If you would like to accomplish	then complete section
PIC Proficiency Check	1 or 2
SIC	3 or 4
Flight Review	5
Category II	6
Recent Flight Experience	7

Note: Optional Elective courses are offered. Check with the Learning Center for availability.

Complete the appropriate SECTIONS by placing a check mark next to the items that apply to you.

Section	ITEM		Check as Appropriate	NOTE
1. PIC Proficiency Check Applicant (61.58)				
	a.	I have at least a U.S. private pilot certificate with the appropriate category, class, and type rating.	<input checked="" type="checkbox"/>	
	b.	I have an instrument rating (Required for IFR flight).	<input checked="" type="checkbox"/>	
	c.	I have 3 takeoffs and 3 landings in the preceding 90 days (Level-A sim only).		
2. PIC Proficiency Check Applicant (61.58) In conjunction with an Elective Recurrent				
	a.	I have at least a U.S. private pilot certificate with the appropriate category, class, and type rating.		
	b.	I have an instrument rating (Required for IFR flight).		
	c.	I have 3 takeoffs and 3 landings in the preceding 90 days (Level-A sim only).		
	d.	I have completed one normal systems based recurrent course in the aircraft that I am seeking a 61.58 in the previous 8 months.		
3. SIC Applicant (61.55)				
	a.	I wish to receive a 61.55 qualification.		
	b.	I wish to receive an SIC type rating 61.55 (d).		
	c.	I have at least a U.S. private pilot certificate.		
	d.	I have an instrument rating (Required for IFR flight).		
	e.	I am currently serving as a SIC in the aircraft.		
4. SIC Applicant (61.55) In conjunction with an Elective Recurrent				
	a.	I have at least a U.S. private pilot certificate with the appropriate category and class rating.		
	b.	I have an instrument rating (Required for IFR flight).		
	c.	I have completed one normal systems based recurrent course in the aircraft that I am seeking a 61.55 in the previous 8 months.		

Section	ITEM		Check as Appropriate	NOTE
5. Flight Review Applicant (61.56)				
	a.	I have 3 takeoffs and 3 landings in the preceding 90 days (Level-A sim only)		
6. Category II Qualification (61.67) Applicant				
	a.	I have a U.S. ATP certificate or a U.S. private or commercial pilot certificate with an instrument rating.		
	b.	I have 250 hours cross-country PIC, 50 hours night PIC, 75 hours actual or simulated instrument time [no more than 25 hours in a simulator/FTD (40 hrs if at a Part 142 training center)].		
7. Recent Flight Experience (61.57)				
	a.	I wish to receive a 61.57 qualification.		
8. CE-500 Series Single Pilot Exemption Training Qualification Applicant				
	a.	I have an unrestricted U.S. Commercial Instrument Pilot License or U.S. Airline Transport Pilot Certificate and have a CE-500 type rating on that U.S. certificate.		8
	b.	I have a current Class I or Class II airman medical certificate.		
	c.	I have at least 1000 hours logged as a pilot, of which 500 hours are in <u>turbine-powered airplanes</u> (Logbook verification required.)		9
	d.	I have performed three takeoffs and made three landings to a full stop, as the sole manipulator of the controls, in the same make and model airplane to be trained, within the last 90 days.		10

Notes

Note 1: If adding a type rating to an ATP, applicant must be entered into a 61.157 course.

Note 2: Exceptions to minimum enrollment criteria require approval of the Learning Center Manager in consultation with the Lead Learning Center and the written approval of the Vice President of Operations.

Note 3: All times and ratings must be verified. Pilot certificates, logbooks, or other records may be used.

Note 3a: If a foreign pilot's license is held an FAA statement of authenticity is required.

Note 4: A type rating without an additional PIC limitation can be obtained by completing the entire practical test in the aircraft, or by completing part of the practical test in a simulator and part in the aircraft (customer provided aircraft will be used). If you do not meet a requirement of Section 2a through 2e and you desire a type rating without the 25 Hour limitation, place a checkmark in Section 2f.

Note 5: Applicants will receive a type rating with an additional PIC limitation that requires 25 hours of flight time, under the direct observation of a pilot in command who holds the appropriate airplane category, class, and type rating, without limitations, in the same category, class, and type of airplane.

Note 6: Prerequisites for Prior Experience courses depend upon program approval. Documentation of a pilot's qualification must be filed in the client training file. A client requesting entry into a Prior Experience course must have their qualifications (i.e. ROT, Log Book, etc.) verified prior to placing them into the course.

Note 7: High altitude training endorsements (or prior experience) are required in order to be a PIC of a pressurized aircraft with a service ceiling above 25,000 feet. Training is not required if Section 9, line A, B, or C is checked.

Notes

Note 8: Two models in the CE-500 Series (501 and 551) were type-certificated as single-pilot airplanes from the factory and may be flown without a second pilot provided that AFM requirements are met. The other models within the CE-500 series (500, 550, S550, 560, 550 Bravo, 560 Ultra, and 560 Encore/Encore+) are type-certificated as requiring two-pilots, which mandates that the airplane be flown with a qualified Pilot In Command (PIC) and Second In Command (SIC) at all times. Single-pilot operations are prohibited in these models unless the FAA exempts the requirements of FAR 91.531 and 91.9, which specifies that a pilot must comply with the provisions of the AFM, specifically the requirement for a second pilot. FlightSafety International 9899 Exemption to FAR 91.531 and 91.9 currently exist for the 500, 550, 552, and 560 series aircraft. These CE-500 Series models can only be flown with one pilot provided that the pilot trains and checks as single pilot and provided that certain aircraft equipment is installed and that certain systems, such as an autopilot with approach coupling, are operational. The type rating issued to a pilot who is authorized to conduct single-pilot operations is the same as that issued for two-pilot operations, that is, CE-500.

A pilot seeking initial single-pilot authorization may if required satisfactorily accomplish the entire practical test in flight in the make and model airplane that the applicant received simulator or differences training in. The applicant must provide special insurance and hold-harmless agreements to FlightSafety International prior to beginning any flight training or checking.

Note 9: Of the 1000 hours total pilot flight time required, at least 50 hours must be at night and 75 hours must be instrument flight time (of which 40 hours must be in actual instrument meteorological conditions.) The 500 hours turbine experience can be in turbo-propeller and/or turbo-jet, single-engine or multi-engine airplanes*.

Note 10: A pilot seeking to renew a single-pilot authorization must satisfactorily accomplish the entire practical test in one of two ways:

1. In flight in the make and model airplane that the applicant received simulator or differences training in;
2. In an approved Level B, C, or D flight simulator provided the applicant has, within the preceding 90 days, performed three takeoffs and made three landings to a full stop in the same make and model airplane as that, in which the applicant received simulator or differences training*.

* The applicant must provide sufficient logbook documentation to verify all required experience

I certify that the information on this form is true and correct.		
Print Name	Signature	Date
Richard Thomas	[Redacted Signature]	1-3-13

Center Management has verified prerequisite criteria.		
Print Name	Signature	Date
J. Hettler	[Redacted Signature]	1-3-13

Recurrent Reservation/Call Back Sheet

Course: 713RP	Training Date: 03JAN13
Client: Richard Trammell	Customer: Executive Shuttle
Contact:	Client e-mail:
Phone:	Contact e-mail:
Date of Reservation: 19NOV12	Reservation #: 0199433

Pilot information:

Type of license(s) ATP Issuing country US
 Citizenship US TSA cleared Yes No N/A Notes: _____

Training Details:

FAA Part 91: PIC 61.58 / SIC 61.55 / Prior Experience 61.157
 FAA Part 135: 135.293 a&b / 135.297 / Certificate Holder _____
 JAA: LPC / OPC / UK-OPC / RNW
 Transport Canada: MOT
 Non-FAA (*)
 India DGCA: Refer to QWI-75-01-14 India Regulatory Compliance WI
G200 only: Customer/Client informed of Collins FMS equipped simulator?

Additional Training:

Differences - from _____ to _____ Night currency – which aircraft? _____
 / CAT2RP / CAT2IP / EVAS / EVS / HUD / ASPEN / Eagle
G550 only - SVIP / ENNAV / XMWX / RNP SAAR
GV/G550 only - EVS (Prerequisite – Have you already completed HUD? Yes/No
Transition from GV to G550 – Have you previously completed EVS & HUD training? If
 answer is no, must be scheduled to receive Transition Course _____
 CRM / HAT / IPCR / IPC over the water / MNPS / PRM / USRNAV /
 TAA / Weather Radar / Warm Weather / PRNAV / DRVSM / TAWS /
 TCAS / ALAR/CFIT / Fatigue Management / CWOPS
 Other/notes: _____

2 week call back:

Name of person contacted R. Trammell Date contacted 20DEC12
 Enrichment/Specialty flyer sent?
 2nd attempt: _____
 Hotel information (as applicable) _____

1105-CFM-61-01-01 Rev. 4.4

29May2012

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