CREWMEMBER TRAINING RECORD

Curriculum
- [X] Initial New-Hire
- [ ] Requalification
- [ ] Initial Equipment
- [ ] Recurrent
- [ ] Transition

Aircraft
BE/200

Position
- [X] PIC
- [ ] SIC
- [ ] FA
- [ ] FE
- [ ] AD

Name: Kent Thompson

CURRICULUM			COMPLETED			
Module I.D.	Curriculum Segment and Modules		Date	Hours		Instructor
	Basic Indoctrination	(Operator-Specific)	8/17/16	7.6		[redacted]
		(Airman-Specific)	8/17/16	19.7		
	Emergency Training	(General Situation)	8/17/16	2.3		
		(Drill Training)	8/17/16	2.0		
	Hazardous Materials		8/17/16	4.1		
	Aircraft Ground	(General Subjects)		10		
		(Aircraft Systems)		35		
		(Systems Integration)				
	Flight Training		8/17/16	10.3		
	Qualification					
	Drug and Alcohol Program		8/17/16	1.3		[redacted]
	Security Program		8/17/16	1.1		

Training Notes or Comments:

CERTIFICATION OF TRAINING

I certify that the individual named above has successfully completed the training requirements specified by the approved training program.

By [redacted] Date: 8/17/2016

CREWMEMBER TRAINING RECORD
GAMN Compliance Group - Form 60-050 (1/98)

☐ Computer Entered Date: _____ By _____

FLIGHT TRAINING RECORD

For Multiengine General Purpose Airplanes

GRADING LEGEND
1 — Proficient
2 — Normal Progress
3 — Additional Training Required
4 — Unsatisfactory
D — Discussed

TRAINING COURSE
☑ PIC ☐ SIC
☑ Initial ☐ Transition
☐ Recurrent
☐ Upgrade
☐ Requalification

Pilot KENT THOMPSON
Organization Flight Development
Airman Certificate No: [redacted]
Aircraft Model: BE-20

Log or Invoice Numbers	1		2	
3		4		5	

FLIGHT NUMBER	1	2	3	4	5
Date (1992016)	8/4	8/8	8/9	8/10	8/12
Aircraft Type or Model	BE-20				
Aircraft Identification	N80RT				
Instructor's Initials	JD.				
Briefing Time (Pre- and Post-Flight)	.5	.5	.5	.5	.5
Tach Time (Flight Time Only)					
Total Tach Time To Date (Optional)					
Left Seat Hours (Block-to-Block)					
Right Seat Hours (Block-to-Block)					
Total Block Time To Date (Optional)	1.8	1.2	1.3	1.5	1.3
A. PREPARATION					
1. Visual Inspection	2	2	1	1	1
2. Pretaxi Procedures	3	3	2	2	1
3. Performance Limitations	2	1	1	1	1
B. SURFACE OPERATION					
1. Cockpit Management	2	1	1	1	1
2. Securing Cargo	D	2	1	1	1
3. Starting					
a) Normal	3	2	1	1	1
b) External Power	D				
c) Hot Engine	2	–	–	1	–
d) Clearing	2	–	–	1	–
Start Malfunctions					
a) Engine Fire	D	–	–	–	–
b) Low Oil Pressure	D	–	–	–	–
c)					
4. Taxi					
[✓] ~~Powerback~~ Taxi	2	2	1	1	1
5. Step Turns (SEA) N/A					
6. Sailing (SEA) N/A					
7. Pretakeoff Checks					
a) Powerplant	3	3	2	1	1
b) Environmental/Ice Protection	3	3	2	1	1
c) Autopilot/Trim Disconnect	3	3	2	1	1
d) Radio Set-Up	2	2	2	1	1
e) Propellers/Autofeather	3	3	2	1	1
f)					
g)					

FLIGHT NUMBER	1	2	3	4	5
C. TAKE-OFF					
1. Normal	2	1	1	1	1
2. Crosswind	2	–	1	1	1
3. Short/Soft Field	2	–	–	1	1
4. Glassy/Rough Water (SEA) N/A					
5. Vmc Demonstration & Recovery	3	3	–	2	–
6. Power Failure Before Vmc (rejected)	3	–	–	2	1
7. Powerplant Failure After Vmc	3	–	2	2	–
6. [✓] Lower-Than-Standard Vis.	3	2	–	2	1
D. CLIMB					
1. Normal	2	2	1	1	1
2. One-Engine Inoperative	3	3	2	2	2
E. EN ROUTE					
1. Steep Turns	3	–	2	2	1
2. Approaches to Stalls					
a) Takeoff Configuration	3	–	–	2	2
b) En Route Configuration	3	–	–	2	2
c) Landing Configuration	3	–	–	2	2
3. Powerplant Shutdown & Restart	3	2	–	–	1
4. Slow Speed Handling	3	–	2	1	1
5. With A Powerplant Inoperative	3	–	3	2	2
6.					
F. DESCENT					
1. Normal	2	2	2	1	1
2. Maximum Rate	3	–	–	2	–
G. APPROACHES					
1. VFR Procedures					
a) Normal	2	2	1	1	1
b) With 50% Power Loss of Power on One Side	2	2	2	1	1
c) With Slat/Flap Malfunction	–	–	–	–	D
d)					
2. IFR Precision Approaches					
a) ILS/Normal	3	2	2	2	1
b) ILS/One-Engine Inoperative	5	3	2	2	2
c) [ ] MLS/Normal N/A					
d) [ ] MLS/One-Engine Inop. N/A					
e) [ ] PAR/Normal N/A					
f) [ ] PAR/One-Engine Inop. N/A					

FLIGHT NUMBER	1	2	3	4	5
3. IFR Nonprecision Approaches					
a) NDB/Normal N/A					
b) VOR/Normal	3				
c) With One-Engine Inoperative	3	2	2		
d) [✓] LOC/~~BC~~ Procedures	–	–	–	2	1
e) [ ] SDF/LDA Procedures N/A					
f) [ ] TACAN Procedures N/A					
g) [ ] ASR Procedures N/A					
h) [✓] RNAV Procedures	–	–	2	–	1
i) [ ] LORAN-C N/A					
j) [✓] Circling Approach	3	3	2		
4. Missed Approaches					
a) From Precision Approach	3	2	2	1	1
b) From Nonprecision Approach	3	2	2	1	1
c) With Powerplant Failure	3	3	2	1	1
H. LANDINGS					
1. Normal	3	2	2	1	1
2. With Pitch Mistrim	3	–	3	2	–
3. From Precision Approach	3	–	2	–	2
[ ] Lower-Than-Standard Vis N/A					
4. From Precision Approach With Most Critical Engine Inop.	3	3	2	–	1
5. With 50% Loss of Power on One Side	3	–	2	–	1
6. With Flap/Slat Malfunction	–	–	3	–	–
7. Crosswind	3	2	2	1	1
8. Short/~~Soft~~ Field	3	2	2	1	1
9. Glassy/Rough Water (SEA) N/A					
10. With Manual/Degraded Controls	–	–	3	–	–
I. AFTER LANDING					
1. Docking, Mooring & Ramping (SEA) N/A					
2. Parking	2	1	1	1	1
3. Emergency Evacuation	D	–	–	–	–
J. OTHER FLIGHT PROCEDURES					
1. Holding	3	2	2	2	1
2. Ice Accumulation on Airframe	–	–	–	D	–

FLIGHT NUMBER	1	2	3	4	5
3. Air Hazard Avoidance	1	1	1	1	1
4. Windshear/Microburst	D	–	–	–	–
K. SYSTEMS PROCEDURES (Normal, Abnormal, or Alternate)					
1. Pneumatic/Pressurization	2	2	2	1	1
2. Air Conditioning	2	2	2	1	1
3. Fuel and Oil	2	2	2	1	1
4. Electrical	2	2	2	1	1
5. Hydraulic	2	2	2	1	1
6. Flight Controls	2	2	2	1	1
7. Anti-Icing and Deicing System	2	2	2	1	1
8. Autopilot	2	2	2	1	1
9. Flight Management Guidance	2	2	2	1	1
10.a) Stall Warning/Avoidance Device	2	2	2	1	1
b) Stability Augmentation	2	2	2	1	1
11. Airborne Weather Radar	2	2	2	1	1
12. Flight Instrument System Mal.	2	2	2	1	1
13. Communications Equipment	2	2	2	1	1
14. Navigation Systems	2	2	2	1	1
L. SYSTEMS PROCEDURES (Emerg)					
1. Aircraft Fire	D	–	–	–	–
2. Smoke Control	D	2	–	1	–
3. Powerplant Failure/Fire	D	2	2	1	1
4. a) Electrical System	D	2	2	1	1
b) Hydraulic System	D	2	–	–	1
c) Pneumatic System	D	2	–	–	1
5. Flight Control System Malfunction	D	2	1	–	–
6. Landing Gear Malfunction	D	2	–	–	–
Flap System Malfunction	D	2	1	–	–
7. Air Hazard Avoidance	1	1	1	1	1
8. Windshear/Microburst	D	–	–	–	–
CREW PROCEDURES (m)					
1. Crew Coordination/Cockpit Mgmt.	3	2	2	1	1
2. Situation Awareness	1	1	1	1	1
3. ATC & Communications Procedure	1	1	1	1	1
4. Use of Checklists	2	2	2	1	1
5. Speed and Altitude Control	2	2	1	2	1

Flight	Item No.	Remarks
1	—AN	INTRODUCTION & SYSTEM DISCUSSION (AN)
3.	—AN	GOOD PROJECTS — FLOW — USE OF CHECKLIST
3.	—GO/ARO MISSED	GO-AROUND FLAPS FIRST THEN GEAR = TO FOLLOW UP.

Flight	Grade	Instructor's Signature	Student's Signature
1	1	[redacted]	[redacted]
2	1		
3	1		
4	1		
-	1		

CERTIFICATION OF TRAINING

I certify that the individual named on the front of this form has successfully completed the training requirements specified by the approved training program.

[redacted] Date: 8/17/2016

FLIGHT TRAINING RECORD

For Multiengine General Purpose Airplanes

GRADING LEGEND

1 — Proficient
2 — Normal Progress
3 — Additional Training Required
4 — Unsatisfactory
D — Discussed

TRAINING COURSE

☑ PIC ☐ SIC
☑ Initial ☐ Transition
☐ Recurrent
☐ Upgrade
☐ Requalification

Pilot KENT THOMPSON
Organization Flight Development
Airman Certificate No: [redacted]
Aircraft Model: BE-20

Log or Invoice Numbers	1		2	
3		4		5	

FLIGHT NUMBER	1	2	3	4	5
Date (~~1820~~)	8/15	8/16	8/17		
Aircraft Type or Model	BE-20				
Aircraft Identification	N80RT				
Instructor's Initials	J.D				
Briefing Time (Pre- and Post-Flight)	.5	.5	.5		
Tach Time (Flight Time Only)					
Total Tach Time To Date (Optional)					
Left Seat Hours (Block-to-Block)					
Right Seat Hours (Block-to-Block)					
Total Block Time To Date (Optional)	1.2	1.3	1.2		
A. PREPARATION					
1. Visual Inspection	1	1	1		
2. Pretaxi Procedures	1	1	1		
3. Performance Limitations	1	1	1		
B. SURFACE OPERATION					
1. Cockpit Management	1	1	1		
2. Securing Cargo	1	1	1		
3. Starting					
a) Normal	1	1	1		
b) External Power	—	—	—		
c) Hot Engine	—	—	—		
d) Clearing	—	—	—		
Start Malfunctions					
a) Engine Fire	—	D	—		
b) Low Oil Pressure	D	—	—		
c)					
4. Taxi					
[ ] ~~Powerback~~ Taxi	1	1	1		
5. Step Turns (SEA) N/A					
6. Sailing (SEA) N/A					
7. Pretakeoff Checks					
a) Powerplant	1	1	1		
b) Environmental/Ice Protection	1	1	1		
c) Autopilot/Trim Disconnect	1	1	1		
d) Radio Set-Up	1	1	1		
e) Propellers/Autofeather	1	1	1		
f)					
g)					

FLIGHT NUMBER	1	2	3	4	5
C. TAKE-OFF					
1. Normal	1	1	1		
2. Crosswind	1	1	1		
3. Short/Soft Field	1	1	1		
4. Glassy/Rough Water (SEA) N/A					
5. Vmc Demonstration & Recovery	—	1	—		
6. Power Failure Before Vmc (rejected)	1	1	—		
7. Powerplant Failure After Vmc	1	—	1		
6. [ ] Lower-Than-Standard Vis.	—	—	1		
D. CLIMB					
1. Normal	1	1	1		
2. One-Engine Inoperative	1	1	1		
E. EN ROUTE					
1. Steep Turns	1 3	1	1		
2. Approaches to Stalls					
a) Takeoff Configuration	2	1	1		
b) En Route Configuration	2	1	1		
c) Landing Configuration	2	1	1		
3. Powerplant Shutdown & Restart	D	—	—		
4. Slow Speed Handling	2	2	2		
5. With A Powerplant Inoperative	2	2	1		
6.					
F. DESCENT					
1. Normal	1	1	1		
2. Maximum Rate	—	—	1		
G. APPROACHES					
1. VFR Procedures					
a) Normal	1	1	1		
b) With 50% Power Loss of Power on One Side	1	1	1		
c) With Slat/Flap Malfunction	2	1	1		
d)					
2. IFR Precision Approaches					
a) ILS/Normal	1	1	1		
b) ILS/One-Engine Inoperative	1	1	1		
c) [ ] MLS/Normal N/A					
d) [ ] MLS/One-Engine Inop. N/A					
e) [ ] PAR/Normal N/A					
f) [ ] PAR/One-Engine Inop. N/A					

FLIGHT NUMBER	1	2	3	4	5
3. IFR Nonprecision Approaches					
a) NDB/Normal N/A					
b) VOR/Normal		2	1		
c) With One-Engine Inoperative		2	1		
d) [✓] LOC/~~BC~~ Procedures					
e) [ ] SDF/LDA Procedures N/A					
f) [ ] TACAN Procedures N/A					
g) [ ] ASR Procedures N/A					
h) [✓] RNAV Procedures	1	1	1		
i) [ ] LORAN-C N/A					
j) [✓] Circling Approach	1	1	1		
4. Missed Approaches					
a) From Precision Approach	1	1	1		
b) From Nonprecision Approach	1	1	1		
c) With Powerplant Failure	1	1	1		
H. LANDINGS					
1. Normal	1	1	1		
2. With Pitch Mistrim	—	1	1		
3. From Precision Approach	1	1	1		
[ ] Lower-Than-Standard Vis. N/A					
4. From Precision Approach With Most Critical Engine Inop.	1	—	1		
5. With 50% Loss of Power on One Side	—	—	—		
6. With Flap/Slat Malfunction	2	1	—		
7. Crosswind	1	1	1		
8. Short/~~Soft~~ Field	1	1	1		
9. Glassy/Rough Water (SEA) N/A					
10. With Manual/Degraded Controls	2	1	—		
I. AFTER LANDING					
1. Docking, Mooring & Ramping (SEA) N/A					
2. Parking	1	1	1		
3. Emergency Evacuation	1	—	—		
J. OTHER FLIGHT PROCEDURES					
1. Holding	1	1	1		
2. Ice Accumulation on Airframe	2	1	1		

FLIGHT NUMBER	1	2	3	4	5
3. Air Hazard Avoidance	1	1	1		
4. Windshear/Microburst	—	—	D		
K. SYSTEMS PROCEDURES (Normal, Abnormal, or Alternate)					
1. Pneumatic/Pressurization	1	1	1		
2. Air Conditioning	1	1	1		
3. Fuel and Oil	1	1	1		
4. Electrical	1	1	1		
5. Hydraulic	1	1	1		
6. Flight Controls	1	1	1		
7. Anti-Icing and Deicing System	1	1	1		
8. Autopilot	1	1	1		
9. Flight Management Guidance	1	1	1		
10. a) Stall Warning/Avoidance Device	1	1	1		
b) Stability Augmentation	1	1	1		
11. Airborne Weather Radar	1	1	1		
12. Flight Instrument System Mal.	1	1	1		
13. Communications Equipment	1	1	1		
14. Navigation Systems	1	1	1		
L. SYSTEMS PROCEDURES (Emerg)					
1. Aircraft Fire	2	—	1		
2. Smoke Control	2	—	1		
3. Powerplant Failure/Fire	1	1	1		
4. a) Electrical System	—	—	1		
b) Hydraulic System	—	—	1		
c) Pneumatic System	—	—	1		
5. Flight Control System Malfunction	1	1	1		
6. Landing Gear Malfunction	—	—	1		
Flap System Malfunction	—	—	—		
7. Air Hazard Avoidance	1	1	1		
8. Windshear/Microburst	—	—	D		
CREW PROCEDURES (m)					
1. Crew Coordination/Cockpit Mgmt.	1	1	1		
2. Situation Awareness	1	1	1		
3. ATC & Communications Procedure	1	1	1		
4. Use of Checklists	1	1	1		
5. Speed and Altitude Control	1	1	1		

Flight	Item No.	Remarks
1.		Good control / power sooner on level off. pitch/roll.
2.		Good flow and call outs.
3	MISSED.	Good use of checklist. Positive rate 1st reversal of indicator

Flight	Grade	Instructor's Signature	Student's Signature
1	1	[redacted]	[redacted]
2	1		
3	1		
4			

Certification of Training

I certify that the individual named on the front of this form has successfully completed the training requirements specified by the approved training program.

[redacted]

Date: 8/17/2016

FLIGHT INSTRUCTOR/CHECK AIRMEN TRAINING

Position Being Trained	Curriculum	Pilot
[X] Flight Instructor (Aircraft) [ ] Check Airman (Aircraft) [ ] Flight Instructor (Simulator) [ ] Check Airman (Simulator)	[X] Initial [ ] Recurrent	Thompson

	CURRICULUM		COMPLETED		SIGNATURE
	Module I.D.	Flight Instructor Training Modules	Date	Time	Instructor
		Flight Instructor Basics			
		[X] Training Not Required: Airman holds valid flight instructor certificate	Cert. No: 3828771		Expiration Date: 4/1/2017
	FI-10(H)	Operator-Specific Items (All Pilots)	9/22/2016	2.3	[redacted]
		Flight Training			
	FI-12(A-C)	Aircraft Specifics (Be 200)	09/22/2016	2.3	[redacted]
		Aircraft Specifics ( )			
		Aircraft Specifics ( )			
		Aircraft Specifics ( )			
		EXAMINATION	09/22/2016	Grade SAT	[redacted]

FLIGHT OR SIMULATOR TRAINING

FLIGHT or SIMULATOR TRAINING			Training Notes: Instructor, Maneuvers, etc.
Date	Time	Aircraft	
09/21/16	1.3	BORT	Takeoff Landings (Right Seat) Maneuvers to include stalls steep turns - visual patterns - instrument procedures
09/22/16	1.0	BORT	Engine out Procedures single engine app / missed / go-around / ctr. TO LAND -

The INITIAL Flight Training for Pilot Check Airman (CA) and Pilot Flight Instructors (FI) must include the following:

1. Enough inflight training and practice in conducting flight checks from the left and right pilot seats in the required normal, abnormal, and emergency maneuvers to ensure that person's competency to conduct the pilot flight checks and flight training required under Parts 121/125/ or 135, as applicable.
2. The appropriate safety measures to be taken from either pilot seat for emergency situations that are likely to develop in training.
3. The potential results of improper or untimely safety measures during training.

- The requirements of (2) and (3) above may be accomplished in flight or in an approved simulator.

CERTIFICATION OF TRAINING

I certify that the individual named above has successfully completed the training requirements specified by the approved training program.

[redacted] Date: 9-22-2016

CERTIFICATE OF GROUND TRAINING

Pilot: Kent Thompson

Type of Training: ☒ Initial ☐ Recurrent

Company: Flight Development

This is to certify that Kent Thompson has completed the ground training required by the FAA approved company training program prior to serving as a pilot crewmember in Air Carrier flight operations.

This has included, but was not limited to:

[redacted]

1. Instruction in the appropriate provisions of the Operations Specifications, FAR 61, 91, and 135.
2. Duties and responsibilities of crewmembers as included in the Company Manual. (Crew Resource mgmt [redacted])
3. For the type of aircraft to be flown, including a study of the aircraft engine, major components and systems, major appliances, performance limitations, standard emergency operating procedures, and contents of the approved Aircraft Flight Manual or owner's handbook.
4. Methods for determining weight and balance limitations for takeoff and landing, and en route operations for each aircraft to be flown.
5. Navigation and use of appropriate navigation aids and, when applicable, instrument approach facilities and procedures.
6. Air traffic control systems and procedures, VFR and IFR.
7. Meteorology, as appropriate to routes and operating ares, most normally used by the Company.
8. Procedures for operating in icing conditions and avoiding icing conditions, turbulent air, hail, thunderstorms, and other hazardous meteorological conditions. Wind shear training—procedures and safety considerations.

[redacted]

9. Communications procedures and communications equipment failure procedures.
10. Ground training necessary to insure qualification in new equipment, procedures, or techniques.
11. Hazardous Materials and Emergency Training.

Ground Training Hours Completed: ~~[redacted]~~ 73.1 / 138.0 [redacted] CFI 9/17

35.1 [redacted] CFII 9/17

Signed: [redacted]

Title: Director of Operations

Date: 09-17-2016

CERTIFICATE OF FLIGHT TRAINING

Pilot: Kent Thompson

Pilot Assignment: ☑ (PIC) ☐ (SIC)

Aircraft Type: BE-20

Type of Training: ☑ Initial ☐ Recurrent ☐ Upgrade
☐ Transition ☐ Differences

Company: Flight Development

This is to certify that Kent Thompson has completed the training required by the FAA approved company pilot training program prior to serving as a pilot crewmember in Air Carrier flight operations.

This has included, but was not limited to:

1. ✓ Normal takeoffs and landings in the aircraft.
2. ✓ Normal and emergency flight maneuvers.
3. ✓ Flight under simulated or actual instrument conditions.
4. ✓ Climbs and climbing turns.
5. ✓ Engine shutdown and restart.
6. ✓ Maneuvering at minimum speeds.
7. ✓ Approaches to stalls (as appropriate).
8. ✓ Flight under simulated IFR conditions using each kind of navigational and approach facility used in normal operation.

[redacted]

Flight Training Hours Completed: 10.8 Simulator Hours: N/A

Signe[redacted]

Title: CHIEF PILOT

Date: 8/17/2016

AIRMAN COMPETENCY/PROFICIENCY CHECK

FAR 135

LOCATION: KJKJ	DATE OF CHECK: 8-18-2016
NAME OF AIRMAN (last, first, middle initial): Thompson, Kent O.	TYPE OF CHECK: FAR 135.293 ☒ FAR 135.297 ☐ FAR 135.299 ☐
PILOT CERTIFICATION INFORMATION: Grade ATP; Number [redacted]	MEDICAL INFORMATION: Date of Exam: [redacted]; Date of Birth: [redacted]; Class: 2nd
EMPLOYED BY: VOXA	BASED AT (City, State): Moorhead, MN
TYPE AIRPLANE (Make/Model): BE-200	Simulator/Training Device (Make/Model):
NAME OF CHECK AIRMAN: /	SIG. OF CHECK AIRMAN:
FLIGHT TIME: 1.7	

MANEUVERS/PROCEDURES GRADE (S-Satisfactory U-Unsatisfactory)

PILOT	Aircraft	Simulator	Trng. Dev.
PREFLIGHT			
1. Equipment Examination (Oral or Written)	S		
2. Preflight Inspection	S		
3. Taxiing	S		
4. Powerplant checks	S		
TAKEOFFS			
5. Normal	S		
6. Instrument	S		
7. Crosswind	S		
8. With Simulated Powerplant Failure	S		
9. Rejected Takeoff	S		
INFLIGHT MANEUVERS			
10. Steep Turns	S		
11. Approach to Stalls	S		
12. Specific Flight Characteristics	S		
13. Powerplant Failure	S		
LANDINGS			
14. Normal	S		
15. From an ILS	S		
16. Crosswind	S		
17. With Simulated Powerplant(s) Failure	S		
18. Rejected Landing	S		
19. From Circling Approach	S		
EMERGENCIES			
20. Normal and Abnormal Procedures	S		
21. Emergency Procedures	S		
INSTRUMENT PROCEDURES			
22. Area Departure	S		
23. Holding	S		
24. Area Arrival	S		
25. ILS Approaches	S		
26. Other Instrument Approaches	S		
Approaches: NDB/ADF	/		
VOR	S		
ILS	S		
GPS Other (Specify)	S		
27. Circling Approaches	S		
28. Missed Approaches	S		
29. Comm./Nav. Procedures	S		
30. Use of Auto. Pilot	S		

HELICOPTER	Aircraft	Simulator	Trng. Dev.
1. Ground and/or Air Taxi			
2. Hovering Maneuvers			
3. Normal & Crosswind T.O. & Landing			
4. High Altitude Takeoffs & Landings			
5. Sim. Engine Failure			
6. Confined Areas, Slopes, & Pinnacles			
7. Rapid Deceleration (Quick Stops)			
8. Autorotations (Single Engine)			
9. Hovering Autorotations (Single Engine)			
10. Tail Rotor Failures (Oral)			
11. Settling With Power (Oral and Flight)			
SEAPLANE OPERATIONS			
1. Taxiing, Sailing, Docking			
2. Step Taxi & Turn			
3. Glassy/Rough Water T.O./Landings			
4. Normal Takeoff & Landings			
5. Crosswind T.O. & Landings			
OTHER			
6. Ski Plane Ops. (when applicable)			
GENERAL			
7. Judgment	S		
8. Crew Coordination	S		

AIRMAN COMPETENCY INFORMATION:

Demonstrated Current Knowledge FAR 135.293(a)
Make/Model Expires BE200 (12 months) 8/2017

Demonstrated Competency FAR 135.293(b)
Make/Model Expires BE200 (12 months) 8/2017

Satisfactory Demonstrated Line Checks
FAR 135.299 Expires (12 months) 8/2017

Satisfactory Demonstrated IFR Proficiency
FAR 135.297 Expires (6 months) 2/2017

Use of Autopilot ☒ (is) ☐ (is not) authorized
Expires BE200 (12 months) 8/2017

REMARKS
unusual Attitudes - SAT

Base month Established 8/2016

RESULT OF CHECK: ☒ Approved ☐ Disapproved	CHECK AIRMAN'S PERFORMANCE (FAA Only): ☐ Satisfactory ☐ Unsatisfactory
REGION: Great Lakes	DISTRICT OFFICE: GL-21 Fargo FSDO
FAA INSPECTOR'S SIGNATURE: [redacted]	