The Jetstream Group

Hereby certifies that

Wes Caves

has been awarded

RA390S Type Rating
in accordance with CFR 61.157

05/04/2012 [redacted]

Date *Signature*

The Jetstream Group

INVOICE

Sold To
Wes Caves
[redacted]
Tulsa, OK 74145

Invoice No. **IN10239**
Date 4/24/2012

Description	Qty	Unit Price	Amount
Premier Initial (old rate)	1	[redacted]	
April 29th thru May 6th			
DOES NOT INCLUDE EXAMINERS FEE OF [redacted]			

Remarks

Total [redacted]
Full Payment
Amount Due **$0.00**

Due and Payable Upon Receipt Please

Remit to:

The Jetstream Group
[redacted]
Chino, CA 91710

The Jetstream Group

Record of Training

Raytheon Premier Initial (RA-390) FAA 61.157

Wes Caves

during the period April 29, 2012 through May 5, 2012

Ground Training Curriculum

Aircraft Systems:	Ice & Rain Protection	**General Operational Subjects:**
Air Conditioning	Landing Gear & Brakes	AFM/AOM
Avionics	Lighting	Aircraft Performance
Electrical	Master Warning	CRM & Crew Performance
Fire Protection/Detection	Oxygen	Flight Planning
Flight Controls	Powerplant	Weight & Balance
Fuel	Pneumatics	Windshear Training
Hydraulics	**Review & Examination**	Runway Incursion
		Systems Integration

Ground training hours: 41.0

Flight Training Curriculum

Pilot performed satisfactorily as to The Jetstream Group's initial curriculum and performed to a level of proficiency specified in the FAA practical test standards of the Airline Transport Pilot and Aircraft Type Rating

Flight Training Hours: 7.8

Flight Briefing/Debriefing Hours: 8.0

[redacted]

Date: May 6, 2012

Marvin Alexander, Director of Training

The Jetstream Group, Inc., [redacted] *Chino, CA 91710* [redacted]

COURSE OBJECTIVE

Completion of the specified curriculum and satisfactory completion of the qualification segment will result in the client receiving an Airline Transport Pilot Certificate (ATP) and/or RA-390 type rating.

PREREQUISITE REQUIREMENTS

Prior to beginning the course, the client will have the minimum demonstrated aeronautical knowledge, as specified in (FAR 61.155) for the certificate sought in the form of an Airman Written Exam with a minimum passing score of 80% if seeking an Airline Transport Pilot Certificate (ATP). If the client already holds a previous aircraft type rating(s), a written exam is not required.

The client will have the minimum flight experience, as specified in (FAR 61.157) for the certificate sought and will provide evidence, in the form of Pilot Logbooks or other medium acceptable to the FAA Administrator, or training center for review prior to commencement of the flight training curriculum segment.

The client will possess an appropriate instrument rating, if an Airline Transport Pilot Certificate is sought.

The client will not be required to submit evidence of flight times if they currently hold a previous type rating(s).

AREAS OF OPERATION

The following will be included in the curriculum for the Airline Transport Pilot Certificate and/or Type Rating sought:

- The Preflight preparation
- Preflight procedures
- Takeoff and departure phase
- In-flight maneuvers
- Instrument procedures
- Landings and approaches to landings
- Normal and abnormal procedures
- Emergency procedures
- Postflight procedures
- Special Emphasis Areas
- Limitations

MATERIALS AND EQUIPMENT

The following equipment will be utilized to provide the necessary training:

Computer(s)
Projector(s)
Whiteboard
Courseware
Manufacturer's Aircraft Manuals
Manufacturer's Checklists
Training Center Manual(s)
Posters
FAA Media
Vendor Supplied Media
Cockpit Procedure Trainer (CPT)
Owner Supplied Aircraft

COMPLETION STANDARDS

The curriculum requires all minimum ground training times be accomplished with a passing score of 80% on the final subject exam prior to commencing the flight training portion of the curriculum. No reduced training time is permitted for the ground segment.

The curriculum requires a minimum specified number of aircraft flight training hours be accomplished prior to course completion. Aircraft flight training time may be reduced if all tasks are trained to a proficient level, as specified in the FAA Practical Test Standards for Airline Transport Pilot and Aircraft Type Ratings, in less time. If however, the applicant fails any item during the qualification check, all items determined unsuccessful will be retrained and the full number of flight training hours must then be accomplished.

END

GROUND TRAINING CURRICULUM

PROGRAM HOURS

Aircraft Systems	27.0
General Operations Subjects	10.0
System Integration	4.0
Total	41.0

GROUND TRAINING OBJECTIVE

The ground curriculum to designed provide the client with the necessary academic foundation of aircraft systems knowledge, including functionality and interaction between various systems thus ensuring adequate knowledge to operate those systems under normal, abnormal, and emergency situations. This ground school curriculum will present instruction necessary for understanding and adherence to manufacturer's limitations, cautions, and warnings. General operations subjects such as crew/cockpit resource management techniques and procedures will be introduced and emphasized throughout this segment to provide the client with those skills to operate the aircraft. Aircraft performance, flight planning, weight and balance methodology and procedures will be introduced and adequately demonstrated to ensure a through understanding for safe aircraft operation. Windshear procedures including recognition, avoidance, and escape techniques will be presented. Runway incursion awareness training will be presented and discussed including review of FAA signage and ATC phraseology.

COMPLETION STANDARDS

A written test will be administered to determine adequate knowledge of aircraft systems. A score of 80% corrected to 100% will be considered acceptable and deemed passing.

System integration will be considered satisfactorily accomplished if client is able to demonstrate proper operation of the systems to include normal, abnormal, and emergency checklist procedures.

In the event a client fails to successfully pass the written test or properly accomplish any and/or all items during system integration, additional training and a second written exam will be administered. If the second written test results are less than 80%, it will not be corrected to 100% and additional training will be given and an opportunity to retake the second test will be offered. Failure of the written test on the third attempt will result in failure of the ground segment and further training will not be allowed. The President of The Jetstream Group, or his authorized representative, has the final authority to authorize additional training.

CURRICULUM OUTLINE

The ground training curriculum incorporates Aircraft Systems, General Operational Subjects, and System Integration.

Aircraft Systems

The following system modules will be included and may be presented in any order to meet the needs of the client; however, all items will be taught. Systems listed are in alphabetical order.

Air Conditioning
Aircraft General
Avionics
Electrical
Fire Protection and Detection
Flight Controls
Fuel
Hydraulics
Ice and Rain Protection
Landing Gear and Brakes
Lighting
Master Warning
Oxygen
Powerplant
Pneumatics
Pressurization
System Review and Examination

General Operational Subjects

The following system modules will be included and may be presented in any order to meet the needs of the client; however, all items will be taught. Systems listed are in alphabetical order.

Aircraft Flight Manual (AFM) and Aircraft Operations Manual (AOM)
Aircraft Performance
Crew/ Cockpit Resource Management and Crew Performance
Flight Planning
Weight and Balance
Windshear Training
Runway Incursion

Systems Integration

This segment takes the academic knowledge gained from classroom instruction and applies it toward aircraft operational use by having the client simulate or actually manipulating the controls, switches, and other items to gain a more thorough and complete understanding of operation. The client will be able to confidently operate aircraft systems under normal, abnormal, and emergency scenarios. Cockpit Resource Management skills and concepts will be emphasized to developed a well integrated pilot in a multi-crew environment. Cockpit Procedure Trainer (CPT), Cockpit Poster(s), or Cockpit Panel Mock-up may be utilized to accomplish this segment.

TRAINING MODULE OUTLINE

Aircraft Systems

Air Conditioning
- A. Introduction
- B. Operation
- D. System Malfunctions and Protection
- E. Components
- F. Optional Equipment
- G. Emergency/Abnormal Procedures
- H. Limitations

Aircraft General Description
- A. History
- B. Aircraft Publications
- C. Description

Avionics
- A. Introduction
- B. Operation
- C. System Malfunctions and Protection
- D. Components
- E. Optional Equipment
- F. Emergency/Abnormal Procedures
- G. Limitations

Electrical
- A. Introduction
- B. Operation
- C. System Malfunction and Protection
- D. Components

E. Optional Equipment
F. Emergency/Abnormal Procedures
G. Limitations

Fire Detection and Protection
A. Introduction
B. Operation
C. System Malfunctions and Protection
D. Components
E. Optional Equipment
F. Emergency/Abnormal Procedures
G. Limitations

Flight Controls
A. Introduction
B. Operation
C. System Malfunction and Protection
D. Components
E. Optional Equipment
F. Emergency/Abnormal Procedures
G. Limitations

Fuel
A. Introduction
B. Operation
C. System Malfunction and Protection
D. Components
E. Optional Equipment
F. Emergency/Abnormal Procedures
G. Limitations

Hydraulics
A. Introduction
B. Operation
C. System Malfunctions and Protection
D. Components
E. Optional Equipment
F. Emergency/Abnormal Procedures
G. Limitations

Ice and Rain Protection
- A. Introduction
- B. Operation
- C. System Malfunctions and Protection
- D. Components
- E. Optional Equipment
- F. Emergency/Abnormal Procedures
- G. Limitations

Landing Gear and Brakes
- A. Introduction
- B. Operation
- C. System Malfunctions and Protection
- D. Components
- E. Optional Equipment
- F. Emergency/Abnormal Procedures
- G. Limitations

Lighting
- A. Introduction
- B. Operation
- C. System Malfunctions and Protection
- D. Components
- E. Optional Equipment
- F. Emergency/Abnormal Procedures
- G. Limitations

Master Warning
- A. Introduction
- B. Operation
- C. System Malfunctions and Protection
- D. Components
- E. Optional Equipment
- F. Emergency/Abnormal Procedures
- G. Limitations

Oxygen
- A. Introduction
- B. Operation
- C. System Malfunctions and Protection
- D. Components
- E. Optional Equipment

F. Emergency/Abnormal Procedures
G. Limitations

Powerplant
A. Introduction
B. Operation
C. System Malfunctions and Protection
D. Components
E. Optional Equipment
F. Emergency/Abnormal Procedures
G. Limitations

Pneumatics
A. Introduction
B. Operation
C. System Malfunctions and Protection
D. Components
E. Optional Equipment
F. Emergency/Abnormal Procedures
G. Limitations

Pressurization
A. Introduction
B. Operation
C. System Malfunctions and Protection
D. Components
E. Optional Equipment
F. Emergency/Abnormal Procedures
G. Limitations

System Review and Examination
A. Written Examination With a Passing Score of 80% Corrected to 100%

General Operational Subjects

Aircraft Flight Manual (AFM) and Aircraft Operations Manual (AOM)
A. Introduction
B. Description

Crew/Cockpit Resource Management and Crew Performance
A. Introduction
B. Description

Flight Planning
- A. Introduction
- B. Procedures and Techniques

Weight and Balance
- A. Introduction
- B. Procedures and Techniques

Windshear
- A. Introduction
- B. Operational Effects

Runway Incursion
- A. Introduction
- B. Airfield Signage and ATC Instructions

END

FLIGHT TRAINING CURRICULUM SEGMENT

PROGRAM HOURS

Briefing	4.0
Aircraft	8.0
Debriefing	4.0
Total	16.0

FLIGHT TRAINING OBJECTIVE

The flight training curriculum is designed to introduce the aircraft procedures necessary for safe operation and train the client to a level of proficiency specified in the FAA Practical Test Standards for the Airline Transport Pilot and Aircraft Type Rating. The training will provide the client with the

necessary aeronautical skills to manage the aircraft and the aircraft's associated individual systems. This curriculum will take the academic knowledge gained from the classroom and during system integration and then apply it in the actual aircraft. Tasks involving Normal, Abnormal, and Emergency procedures will be accomplished while adhering to the manufacturer's limitations. Crew/Cockpit Resource Management (CRM) techniques and procedures will be utilized.

COMPLETION STANDARDS

The client will operate the aircraft to a level of proficiency specified in the FAA Practical Test Standards for Airline Transport Pilots and Aircraft Type Rating.

TRAINING MODULE OUTLINE

The following will be included in the curriculum:

The Preflight Preparation

- A. Preflight
- B. Before Start Checks
- C. Powerplant Start
  1. Normal
  2. Abnormal
  3. Taxi/Taxi Checks
  4. Before Takeoff Checks

Takeoff and Departure Phase
- A. Takeoff
  1. Normal
  2. Crosswind
  3. Instrument
  4. Low Visibility
  5. With Powerplant Failure
  6. Rejected
- B. Departure
  1. Instrument (Non GPS)
  2. Instrument (GPS) (As Applicable)
  3. After Takeoff Checks
  4. Cruise Checks

In-Flight Maneuvers
- A. Maneuvering Checks
- B. Steep Turns
- C. Stalls
  1. Approach to Stall in the Takeoff Configuration
  2. Approach to Stall in the Clean Configuration
  3. Approach to Stall in the Landing Configuration
  4. Unusual Attitude Recognition and Recovery
  5. Engine Shutdown and Restart

Instrument Procedures
- A. Holding
  1. Non GPS
  2. GPS (As Applicable)
- B. Arrival Instrument
  1. Non GPS
  2. GPS (As Applicable)

Landings and Approaches to Landings
- A. Approach
  1. Precision
     a. Two Engine
     b. One Engine
  2. Non Precision
     a. Two Engine
     b. One Engine
  3. Circling

4. Missed
   a. Precision
   b. Non Precision
   c. One Engine

B. Landing
1. Normal
2. From a Precision Approach
   a. Two Engine
   b. One Engine
3. From a Non Precision Approach
   a. Two Engine
   b. One Engine
4. Rejected
5. Crosswind
6. From a Circling Approach
7. No Flap/Non-Standard
8. Windshear

C. After Landing Procedures

Normal and Abnormal Procedures

A. Automatic Flight Controls
B. Air Conditioning
C. Avionics
D. Electrical
E. Flaps
F. Fire Protection and Detection
G. Flight Controls
H. Fuel
I. Hydraulics
J. Ice and Rain Protection
K. Landing Gear and Brakes
L. Powerplant
M. Pressurization
N. Speedbrakes (As Applicable)

Emergency Procedures

A. Emergency Evacuation
B. Emergency Descent
C. Rapid Decompression
D. Inflight Fire and Smoke Removal
E. Crewmember Incapacitation (As Applicable)

F. Other (As May Be Required)

Postflight Procedures

A. Aircraft Shutdown and Securing Procedures

Special Emphasis Areas

A. Aeronautical Decision Making
B. Collision Avoidance
C. Communication Management
D. Controlled Flight Into Terrain
E. Controlled Flight Into Terrain Escape Maneuver
F. Crew/Cockpit Resource Management (CRM)
G. Land and Hold Short Operations
H. Positive Aircraft Control
I. Positive Exchange of Flight Controls
J. Runway Incursion
K. Use of Available Automation
L. Wake Turbulence Avoidance
M. Windshear

Limitations

END

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