



CE-560XL Series (Citation Excel, XLS)

Course Hours								
COURSE	DURATION	GOS	AC SYS	SIT/CPT	BRIEF	SIM PF	AIRCRAFT	CHECKRIDE
INITIAL	13 Days	8	28	12	9	12	If Required	Required for PIC
UPGRADE	7 Days	3	8	5	6	8	If Required	Required
RECURRENT	3 Days	3	8	1	4.5	6	N/A	Progressive

GOS = General Operational Subjects, AC SYS = Aircraft Systems, SIT/CPT = Systems Integration Training/Cockpit Procedures Trainer, Brief = Brief/Debrief, SIM PF = Simulator Pilot Flying

NOTE: Brief and SIM PF time in the table above does NOT include checkride hours. Please see checkride section below for guidance regarding checkrides.

Location(s): Orlando, Park South Training Center

Simulator: Citation XLS

142 Approved Differences: Citation Excel: Covered within the course. No additional training required.

Course Duration: All course durations are estimates and may vary slightly depending upon schedule availability. Durations do not include in aircraft training days (if required).

GOS: General Operational Subjects includes training on the following operational areas:

- Weight and Balance
- Performance
- Flight Planning
- Approved Aircraft Flight Manual ("AFM") or Aircraft Operating Manual ("AOM")
- Adverse Weather Conditions
- Crew Resource Management ("CRM") or Single Pilot Resources Management ("SRM") as applicable
- Aeronautical Decision Making ("ADM") / Risk Management ("RM")

AC SYS: Aircraft Systems segment consist of a breakdown of the various systems of the aircraft.

SIT/CPT: Systems Integration Training provides ground instruction that emphasizes the aircraft systems interrelationships. This training includes normal, abnormal and emergency AFM / AOM / checklist procedures, pilot flying ("PF") / pilot monitoring ("PM") duties and other elements of crew coordination, such as avionics / automation management specific to the aircraft. SIT will be conducted in a classroom and by using an appropriate training device. SIT may be conducted as a stand-alone module or be incorporated as part of the individual AC SYS modules.

BRIEF: Briefing / Debriefing is required for each flight training module. Elements of Briefing include the following:

- Weather briefing

- Performance, weight and balance calculations
- Maneuvers and procedures
- Performance standard
- Any other areas the instructor finds applicable

Elements of the Debriefing include the following:

- Any highlighted areas of concern
- Answering trainee questions
- Preview of the subsequent lesson
- Any other areas the instructor finds applicable

SIM PF: Simulator training modules will consist of Aircraft Orientation, Normal, Abnormal and Emergency Procedures. This training provides instruction to develop the skills necessary to maneuver the aircraft with and without the automatic flight control systems. Selected abnormal and emergency procedures are introduced and practiced. The pilot will become proficient in the use of checklists, precision approaches, non-precision approaches and full integration of avionics systems

Aircraft: The In Aircraft training module will be used to train the task required by FAR 61.64(f)(1) to preclude PIC limitations and/or any event or maneuver not accomplished in the flight simulator.

NOTE: All in aircraft training is conducted in a customer provided aircraft.

Checkride: Checkrides are required for all courses. Initial and Upgrade courses require a standalone checkride, while checkrides for Recurrent courses are typically conducted as a progressive check. Checkrides normally consist of a 2 hours Oral Examination, 1.5 hours of Brief/Debrief and 2.5 hours of Simulator.

Details

Prerequisites

Initial:

- Holds at least a Private Pilot Certificate, airplane category; and
- Holds an Instrument Rating; and
- Holds a MEL Class rating without centerline thrust limitation; and
- Provides documentation of completion of high altitude training under FAR 61.31(g), or concurrently completes the High Altitude Training Course in the Volume 5 - Pilot Non-Aircraft Specific Training Manual. Documentation of high altitude training may consist of documentation of training for an aircraft certified to operate above 25,000 feet, a logbook entry attesting to the training, a record of training, a record of PIC in a pressurized aircraft prior to 4/15/1991, a military record of PIC check, or a proficiency check for FAR 121 or FAR 125 or FAR 135 meeting one of the requirements of 14 CFR 61.31(g)(g).

Upgrade:

- Holds at least a Private Pilot Certificate, airplane category; and
- Holds an Instrument Rating; and
- Holds a MEL Class rating without centerline thrust limitation; and
- Provides documentation of completion of high altitude training under FAR 61.31(g), or concurrently completes the High Altitude Training Course in the Volume 5 - Pilot Non-Aircraft Specific Training Manual. Documentation of high altitude training may consist of documentation of training for an aircraft certified to operate above 25,000 feet, a logbook entry attesting to the training, a record of training, a record of PIC in a pressurized aircraft prior to 4/15/1991, a military record of PIC check, or a proficiency check for FAR 121 or FAR 125 or FAR 135.
- Meets one or more of the following:
 - Within the previous 18 months, has successfully completed an FAA or ICAO Initial or Recurrent pilot training course for this same aircraft type; OR

- Within the previous 36 months, has successfully completed an FAA or ICAO Initial or Recurrent pilot training course for this same aircraft type and is currently serving as a required crewmember (PIC/SIC) in this aircraft or in another turbojet of the same category and class; OR
- Holds a valid FAA or ICAO pilot certificate and has logged at least 100 hours in the previous 18 months as a required crewmember (PIC/SIC) in this same aircraft type; OR
- Holds a valid FAA or ICAO pilot certificate and has logged at least 100 hours in the previous 18 months as an FAA or JAA/EASA flight instructor (aircraft or flight simulator) in this same aircraft type.

NOTE: A pilot who has not received training and/or has not acted in the capacity of a required crewmember or flight instructor (aircraft or flight simulator) as stated above, cannot use a Prior Experience course for adding an ATP Certificate, and/or for adding an aircraft type rating. For certification purposes, a pilot whose experience / training falls outside the above criteria must enroll in an Initial course.

Recurrent:

- Holds at least a Private Pilot Certificate, airplane category; and
- Holds an Instrument Rating (or holds an ATP Certificate); and
- Holds a MEL Class rating without centerline thrust limitation.
- Holds a TR in the Aircraft.