



Eclipse EA-500S

COURSE	DAYS	GROUND SCHOOL	BRIEF	SIM PF	CHECKRIDE
INITIAL	14 – 15	40.0	12.0	16.0	Required
RECURRENT	2 – 4	8.0	4.5	6.0**	Progressive or standalone
AIRLINE TRANSPORT PILOT (ATP)	Pilots that hold a Commercial pilot certificate can obtain ATP rating by completion of any of the courses above. Additional simulator time is required for those pilots seeking to obtain an ATP rating in a Recurrent Training course.				
61.57 RECENT FLIGHT EXPERIENCE	1	0.0	1.5	3.0	N/A

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.

**Hours include checkride.

Location(s): Orlando, Park South Training Center

Simulator: Eclipse EA-500 IFMS

Non-142 Approved Differences: 550

Course Duration: All course durations are estimates and may vary slightly depending upon schedule availability.

Course Descriptions

Initial Training:

SIMCOM's Eclipse EA-500S initial courses provide a comprehensive overview of aircraft systems, performance, and procedures. You will have the opportunity to gain knowledge and proficiency in normal and emergency procedures. The combination of our, high fidelity simulators, small class sizes and experienced instructors provides the ideal learning environment. Upon successful completion of the course you will receive a EA-500S type rating along with instrument proficiency, takeoff and landing currency and a flight review.

Recurrent Training:

SIMCOM's Eclipse EA-500S recurrent courses give you the opportunity to practice normal and emergency procedures using realistic scenario based training. You will also review aircraft systems, performance and procedures. Upon successful completion of the course, you will receive an EA-500S 61.58 proficiency check, along with instrument proficiency and takeoff and landing currency.

61.57 Recent Flight Experience:

SIMCOM's Eclipse EA-500S recent flight experience courses give you the opportunity to practice normal and emergency procedures using realistic scenario based training. Upon successful completion of the course, you will receive instrument proficiency and takeoff and landing currency.

Details

Ground School:

- GOS:* General Operational Subjects includes training on the following operational areas:
- Weight and Balance, Planning and Performance
 - Adverse Weather
 - Aircraft Manuals
- 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.

Simulator Training:

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

Checkride:

Oral/Check: Checkrides are required for all courses. Initial and ATP Recurrent 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.



Prerequisites

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Specialty curriculum:

- **Jet Basics training:** The student must be enrolled in an EA-500 Type Rating course.
- **Emergency Situation Training:** Student must hold at least a Private Pilot Certificate, Multi-Engine Land, Instrument Rating, current and valid Third Class Medical Certificate.
- **Online Jet Basics:** Student must be enrolled in an EA-500 Type Rating course.
- **Mentoring Training:** Trainee must hold at least a Private Pilot Certificate, Multi-Engine Land, Instrument Rating without “Centerline Thrust” limitation, current and valid Third Class Medical Certificate. Trainee must have completed an EA-500 or EA-500S PIC type rating course.
- To be exempt from any of these prerequisites, the applicant must request an exemption from the Training Center Manager or his/her designated representative in writing using the approved forms and be granted the appropriate exemption(s).

Initial:

- **Entry Into Curriculum:** Trainee must hold at least a Private Pilot Certificate with airplane Multi-Engine Land and Instrument Rating. Trainee must meet or satisfactorily obtain exemption from the Jet Basics or Online Jet Basics and the Flight Skills Assessment curricula of the EA-500 Prerequisites Specialty Curriculum.
- **Prior to Qualification Segment:** Trainee must meet the requirements of CFR 61.31 (g) (High Altitude Endorsement) before the qualification segment begins. In addition, the trainee must meet or satisfactorily obtain exemption from the Upset Recovery and Rollover Training requirement specified in AC 61-137 as amended, before the qualification segment begins.

Recurrent:

- **PIC:** Holds the appropriate EA-500S type rating
 - **Over 60 Months Recurrent**
 - A stand-alone proficiency check is required.

ATP Recurrent:

- Holds the appropriate EA-500S type rating and meet the requirements of FARs 61.153, 61.155, 61.157, and 61.159.