



Westwind IA-JET

| COURSE | DAYS | Course Hours | | | |
|-----------------|---------|---------------|-------|-------------|---------------------------|
| | | GROUND SCHOOL | BRIEF | SIM PF | CHECKRIDE |
| PIC/SIC INITIAL | 14 – 15 | 50.5 | 10.5 | 10.0 – 12.0 | Required for PIC |
| UPGRADE | 6 – 8 | 19 | 6.0 | 8.0 | Required |
| RECURRENT | 4 – 5 | 18 | 4.5 | 6.0* | Progressive or standalone |

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: Westwind II

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

Course Descriptions

Initial Training:

SIMCOM's Westwind IA-JET 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 an IA-JET type rating (PIC or SIC as appropriate) along with instrument proficiency, takeoff and landing currency and a flight review.

Upgrade Training:

SIMCOM's Westwind IA-JET upgrade course is designed for the experienced second in command to obtain a type rating in the airplane in fewer hours than an initial course. Like the initial course you will receive systems training and simulator training but with reduced hours reflecting your experience in the airplane. In addition to a type rating you will also satisfy instrument proficiency, and takeoff and landing currency requirements.

Recurrent Training:

SIMCOM's Westwind IA-JET 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 IA-JET 61.58 proficiency check, along with 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, Upgrade 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

Initial PIC:

- **Entry Into Curriculum:** Trainee must hold at least a Private Pilot Certificate with airplane Multi-Engine Land and Instrument Rating without “Centerline Thrust” Limitation.
- **Prior to Qualification Segment:** Trainee must meet the requirements of CFR 61.31 (g) (High Altitude Endorsement) before the qualification segment begins.

Upgrade:

- **Entry Into Curriculum:** Trainee must hold at least a Private Pilot Certificate with airplane Multi-Engine Land and Instrument Rating without “Centerline Thrust” Limitation and is currently serving as an SIC on the same type of aircraft.
- **Prior to Qualification Segment:** Trainee must meet the requirements of CFR 61.31 (g) (High Altitude Endorsement). Trainee must have prior experience as SIC in the same type aircraft.
- **Meet 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; 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 in this aircraft or in another turbojet of the same category and class; OR
 - Hold a valid FAA or ICAO pilot certificate and has logged at least 100 hours in the previous 18 months as a required crewmember in this same aircraft type.

Recurrent:

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

SIC Training:

- Trainee must hold at least a Private Pilot Certificate with airplane Multi-Engine Land and Instrument Rating without “Centerline Thrust” Limitation.
 - Applicant must show proof of one takeoff and landing in a IA-JET to receive rating from SIMCOM