September 22, 2023

Brandon Roberts
Executive Director, Office of Rulemaking, ARM-1
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Re: Recommendation Report – Training Standardization Working Group (TSWG) – Standardized Curriculum – CE-560XL HS-125

Dear Mr. Roberts,

On behalf of the Aviation Rulemaking Advisory Committee (ARAC), I am pleased to submit the enclosed Recommendation Report from the Training Standardization working group (TSWG).

At the September 21, 2023, ARAC meeting at FAA's Washington, DC headquarters, Mr. Brian Koester presented an overview of the report which recommends a standardized curriculum for the Textron Cessna Citation CE-560XL and Hawker HS-125 aircraft variants.

ARAC members who attended the meeting, in-person and virtually, accepted the report, as presented. With that, I would welcome the agency's timely review, acceptance, and implementation of the working group's recommendations.

I thank the members of TSWG for their thorough work. I am hopeful that, once put into practice, the use of standardized curriculum for the applicable aircraft will enhance both training and checking while also promoting safer operational practices through a common and consistent methodology for training and evaluating – ultimately improving the safety of part 135 flight operations.

Sincerely,

David Oord
ARAC Chair

Enclosure: Recommendation Report – Training Standardization Working Group (TSWG) – Standardized Curriculum – CE-560XL HS-125

FAA Aviation Rulemaking Advisory Committee

STANDARDIZED CURRICULUM
SAFETY • CONSISTENCY

Training Standardization Working Group (TSWG) Recommendation Report

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1 Executive Summary

1.1 Summary

The Standardized Curriculum Concept supports the overarching goals to enhance training and checking and promote safer operational practices in part 135 operations through a common and consistent methodology for training and evaluating. This supports the National Transportation Safety Board Most Wanted List initiative to improve the safety of part 135 flight operations.

The TSWG is comprised of representatives from the aviation industry, including training centers, aircraft manufacturers, operators and industry organizations, serving as members of the group and report to ARAC. This recommendation report includes the results of the following TSWG actions:

- Identified the Textron Aviation Inc. Cessna Citation CE-560XL, including the CE-560XLS and variants listed below, aircraft-specific standardized curricula, which incorporate the maneuvers, procedures and functions to be performed during training and checking.

Aircraft Variants Included in the Textron Cessna Citation CE-560XL Standardized Curriculum Package
CE-560XL
CE-560XLS
CE-560XLS+
CE-560XL (Excel and EXLS) with G5000

- Identified the Textron Aviation Inc. Hawker HS-125, including the DH-125 Series and the variants listed below, aircraft-specific standardized curricula, which incorporate the maneuvers, procedures and functions to be performed during training and checking.

Aircraft Variants Included in the Textron Hawker HS-125 Standardized Curriculum Package	
HS-125	Hawker 800XP
BAe-125 Series	Hawker 800XP EFIS-86
BH-125 Series	Hawker 800XP Proline 21
DH-125 Series	Hawker 800XP SPZ8000
HS-125 Series	Hawker 850XP
Hawker 750	Hawker 900XP
Hawker 800	

2 Background

2.1 The Task and Tasking

The FAA established the Air Carrier Training Aviation Rulemaking Committee (ACT ARC) in 2014 to provide a forum for the U.S. aviation community to discuss, prioritize, and provide recommendations to the FAA about operations conducted under parts 121, 135, and 142, addressing air carrier training.

The ACT ARC produced several part 135-specific recommendations it believed would achieve standardization (where appropriate) and significant administrative efficiency in check pilot qualification, flight instructor qualification, and part 135 air carrier training curricula delivered by part 142 training centers. The ACT ARC also recommended the FAA establish a Standardized Curriculum Concept for part 135 training provided by part 142 training centers.

On March 19, 2020, the FAA assigned this task to the Aviation Rulemaking Advisory Committee (ARAC), who established a new Training Standardization Working Group (TSWG) for this purpose. The TSWG tasking for standardization includes addressing inefficiencies that exist between part 135 and part 142, such as:

1. *Training, Testing, and Checking: Operators may not receive training that matches its operational environment; instructors and check pilots may focus on multiple operational methods, which decreases the quality of training, and checking.*

2. *Lack of curriculum uniformity and improvements.*

3. *Complicated Approval Process: Multiple Principal Operations Inspectors (POIs) are currently required to review technical elements of the same curriculum.*

4. *Administrative Inefficiencies: Supplemental training for training center instructors and check pilots is required, with individual letters of approvals for each, which leaves an administrative gap with no easy means to verify qualifications. Additionally, part 135 operators must develop their own aircraft-specific fleet curriculum and must reproduce a physical copy of each as part of their training program records.*

Standardized curricula will provide a common method for quality training accessible to any operator that obtains approval to use the curriculum in its FAA-approved training program. The Standardized Curriculum Concept aims to provide an efficient means to approve training curricula offered by part 142 training centers while increasing the consistency of training, testing, and checking delivered to part 135 operators. The use of standardized curricula is strictly voluntary and is one means to comply with the applicable regulatory requirements of parts 135 and 142. The standardized curriculum does not modify existing regulatory requirements for pilot training or qualification.

The Aircraft-Specific Part 135 Standardized Curriculum Model will enhance operator/training center safety programs and create a feedback loop that allows part 135 operators and part 142 training centers to partner in an effort to systematically use safety information to continually review and improve the standardized curriculum, as well as target areas of emphasis to enhance the quality of training provided. This "train as you fly, fly as you train" approach harmonizes with safety management principles, industry best practices, and risk mitigation, raising the level of safety competencies, threat awareness, and feedback for continual evaluation.

This improvement feedback mechanism forms the basis for revising the standardized curriculum, conducting training and administering checking. These three components then work together to allow the part 135 operator to spotlight the quality of the training program rather than the administration of the training program. Likewise, it also allows the part 142 training center to deliver a standardized and consistent training product that has the capability for continual improvement on a national level.

The TSWG will provide advice and recommendations to the ARAC on the most effective ways to standardize part 135 air carrier curricula delivered by training centers. The group is formally tasked with the following:

1. *Recommend a detailed master schedule for the development of part 135 standardized curricula for each aircraft or series of aircraft.*

2. *Develop and recommend a standardized curriculum to qualify training center instructors and evaluators (check pilots) to provide part 135 training, testing, and checking.*

3. *Develop and recommend part 135 standardized curricula for each aircraft or series of aircraft, which includes the maneuvers, procedures, and functions to be performed during training and checking.*

4. *Recommend continuous improvements to each part 135 standardized curriculum for a specific aircraft or series of aircraft.*

5. *Develop reports that contain recommendations for standardized curricula and results of the tasks listed. The group should review relevant materials to assist in achieving their objective, including FAA Advisory Circular 142-1, Standardized Curricula Delivered by Part 142 Training Centers.*

Under the Standardized Curriculum Concept, the TSWG uses formalized stakeholder input to develop and recommend to the ARAC standardized curricula for each aircraft fleet. The ARAC uses the work of the TSWG to make recommendations to the FAA. The FAA reviews the recommendations and, if acceptable, makes draft standardized curricula available for public comment through published notices in the Federal Register. The FAA may task the ARAC, through the TSWG, to use the public comments to refine its recommendations to ARAC. The

FAA reviews the recommendations and, if acceptable, publishes the standardized curricula at a national level.

2.2 Participants in the Training Standardization Working Group (TSWG)

TSWG Members	
Name	**Organization**
Brian Koester, Chair	National Business Aviation Association
Thomas Benvenuto	Solairus Aviation
Stephen Bragg	Executive Jet Management
Greg Brown	Helicopter Association International
Gene Copeland*	Jet Aviation
Doug Carr	National Business Aviation Association
Jon Dodd	Coalition of Airline Pilots Associations
Aimee Hein	CAE, Inc.
Jens Hennig	General Aviation Manufacturers Association
Todd Lisak	Air Line Pilots Association
Steve Maloney	Sun Air Jets
John McGraw	National Air Transportation Association
Brian Neuhoff	Airbus Helicopters
Fabricio Oliveira de Toledo	Embraer
Janine Schwahn	Summit Aviation, Inc.
Brian Small	FlightSafety International
Annmarie Stasi	Northwell
Daniel Von Bargen	Contract Pilot
Matt Zeiman*	Textron Aviation, Inc.

*TSWG membership pending DOT review

FAA Advisory and Support Staff	
Name	**Organization**
Josh Tarkington, Project Lead	Training and Simulation Group, AFS-280
Paul Preidecker, Facilitator	Training and Simulation Group, AFS-280
Jim Sapoznik, Subject Matter Expert	Training and Simulation Group, AFS-280
Shannon Salinsky, Change Practitioner	Training and Simulation Group, AFS-280
Kristin Tullius, Program Specialist	Training and Simulation Group, AFS-280

2.3 Working Group Activity

The TSWG members agreed to form subgroup teams to research and analyze:

- Curriculum, which includes published guidance, regulations, reference materials, data sources, and airframes practical for standardization.
- Qualifications, to include instructors, pilots, and safety-implications.
- Continuous Improvement methods, which includes data-driven metrics and recommendations.

The TSWG must comply with the procedures adopted by the ARAC as follows:

- Conduct a review and analysis of the assigned tasks and any other related materials or documents.
- Draft and submit a work plan for completion of the task, which includes the rationale to support the plan, for consideration by ARAC.
- Provide a status report at each ARAC meeting.
- Draft and submit the recommendation report based on the review and analysis of the assigned tasks.
- Present the recommendation report at the ARAC meeting.

TSWG was able to comply with the schedule and deadlines as outlined in the FAA Tasking Notice:

> *June 2021 – Deadline to submit the initial recommendation report, which includes the proposed master schedule for standardized curriculum development to ARAC. The deadline to submit the interim report to the FAA is June 30, 2021.*
>
> *December 2021 – Deadline to submit the addendum recommendation report, which includes a standardized curriculum to qualify training center instructors and check pilots to provide part 135 training, testing, and checking to ARAC. The deadline to submit the interim report to the FAA is December 31, 2021.*

The TSWG will submit ad hoc recommendation reports, which includes type-specific standardized curricula packages (SCPs) and continuous improvements to the standardized curricula, via ARAC to the FAA for review and consideration at any time.

3 Historical Information

3.1 Overview

The concept of the standardized curriculum was recommended by industry through the Air Carrier Training Aviation Rulemaking Committee to remedy inefficiencies in the current dynamic between part 135 and part 142. The new standardized curriculum is expected to improve the efficiency of approval processes and increase the consistency of training, testing, and checking delivered to part 135 operators.

FAA Advisory Circular 142-1, Standardized Curricula Delivered by Part 142 Training Centers, provides the framework for implementation of the Standardized Curriculum Concept. Under the concept, the FAA accepts an aircraft-specific standardized curriculum at a national level. A part 142 training center may deliver the nationally accepted standardized curriculum to any part 135 operator that obtains approval to use it.

The part 135 operator's POI reviews the curriculum and grants approval for use of the aircraft-specific part 135 standardized curriculum, without changes, as part of the operator's training program. In discussions with the operator, the POI determines whether use of the aircraft-specific standardized curriculum (which comes with a cadre of qualified instructors and check pilots, along with use of the standardized curriculum) is appropriate for that operator based on the published guidance, rather than reviewing the specific content of individual modules in the aircraft-specific curriculum and the accompanying training center instructor/evaluator documentation. Introducing an aircraft-specific part 135 standardized curriculum for operators, coupled with guidance that enables part 142 training centers to develop a curriculum that would qualify part 142 training center instructors and evaluators to conduct training/checking under that aircraft-specific part 135 standardized curriculum, would address a number of inefficiencies in the current system.

3.2 Defining the Problem

Part 142 training centers generally have clients operating under a variety of 14 CFR parts and develop a core curriculum to meet the needs of their stakeholders. Currently, these core curriculums cannot be used by part 135 operators. Instead, each part 135 operator must have its own training program approved by the operator's POI. The training program can be based on the part 142 training center's core curriculum; however, the operator or POI may require changes so that the resulting curriculum meets all part 135 regulatory requirements. Because some of these curricula were not originally designed for part 135 operators, many adjustments and improvements may be necessary, which results in a lack of curriculum uniformity.

These changes, combined with the time it takes for each POI to conduct an in-depth review of each operator's curriculum, creates strain on the POI, the operator, and the training center. The operator is required to obtain POI approval of the "contract check pilot" to conduct checks under the operator's training curriculum, generally through the center's Training Center Evaluators (TCE). It is important to note that the TCE/contract check pilot is already approved by the TCPM to conduct certification under the core curriculum.

The framework for the aircraft-specific part 135 standardized curriculum model, which also addresses the inefficiencies involved with each operator having approved instructors/contract check pilots, should include a manner by which training center instructors/evaluators can be qualified as instructors/check pilots under part 135. Specific guidance can be developed that would assist training centers to develop a standard non-aircraft-specific training curriculum that satisfies the requirements of § 135.329, 135.345, 135.293, and 135.297 in a manner consistent with the size, scope, and complexity of the operator (in this case, a part 142 training center) and can be approved under part 142. The training center would use this special curriculum to train and qualify its instructors/evaluators to conduct training, testing, and checking under standardized curriculums for part 135 operators.

3.3 Resolution and Benefits

The standardized curriculum may be valuable to the industry due to the expectation it will enhance safety and increase administrative benefits. Within the industry, this curriculum will be especially advantageous to part 142 training centers, part 135 operators that use a part 142 training center, training personnel who develop and deliver training under parts 135 and 142, as well as individual contract pilots.

Enhanced Training, Testing, and Checking.
The use of a common set of Standard Operating Procedures (SOPs) eliminates the situation in which part 142 training center personnel deliver training and checking to numerous part 135 operators with widely varying objectives, standards, and procedures. This approach allows instructors and check pilots to focus on one operational method, which increases their ability to evaluate comprehensively the pilots they are checking.

Leveraging Expertise.
An industry-led group composed of subject matter experts (SMEs) that represent manufacturers, part 135 operators, part 142 training centers, and industry trade organizations develops the standardized curriculum. Any stakeholder can recommend improvement at any time. This means that as risks are identified (i.e., NTSB safety recs), the curriculum can be updated at a global level, with those improvements drilled down to all the operators using the curriculum.

Streamlined Approval Process.
The FAA accepts and publishes the standardized curriculum at a national level. This eliminates the need for multiple POIs to review technical elements of the same curriculum. Instead, POIs evaluate if the curriculum (and associated standards and procedures) fit the needs of the part 135 operator.

Administrative Efficiency.
A part 142 training center qualifies its personnel as instructors and check pilots for the part 135 standardized curriculum. This eliminates the need for individually issued check pilot letters of approval for each part 135 operator. Also, a part 135 standardized curriculum listed in a training center's Training Specifications (TSpecs) may be referenced in the part 135 operator's training program as an FAA-published curriculum in accordance with § 135.341, without the need to reproduce a physical copy of the curriculum.

3.4 The Scope of a Standardized Curriculum

An aircraft-specific standardized curriculum is only one segment of the training required to serve as a pilot in part 135 operations. It will not provide part 135 operators with a complete training program, and is only a segment of training in accordance with § 135.324(b). See Figure 2-1 Standardized Curriculum Elements below:

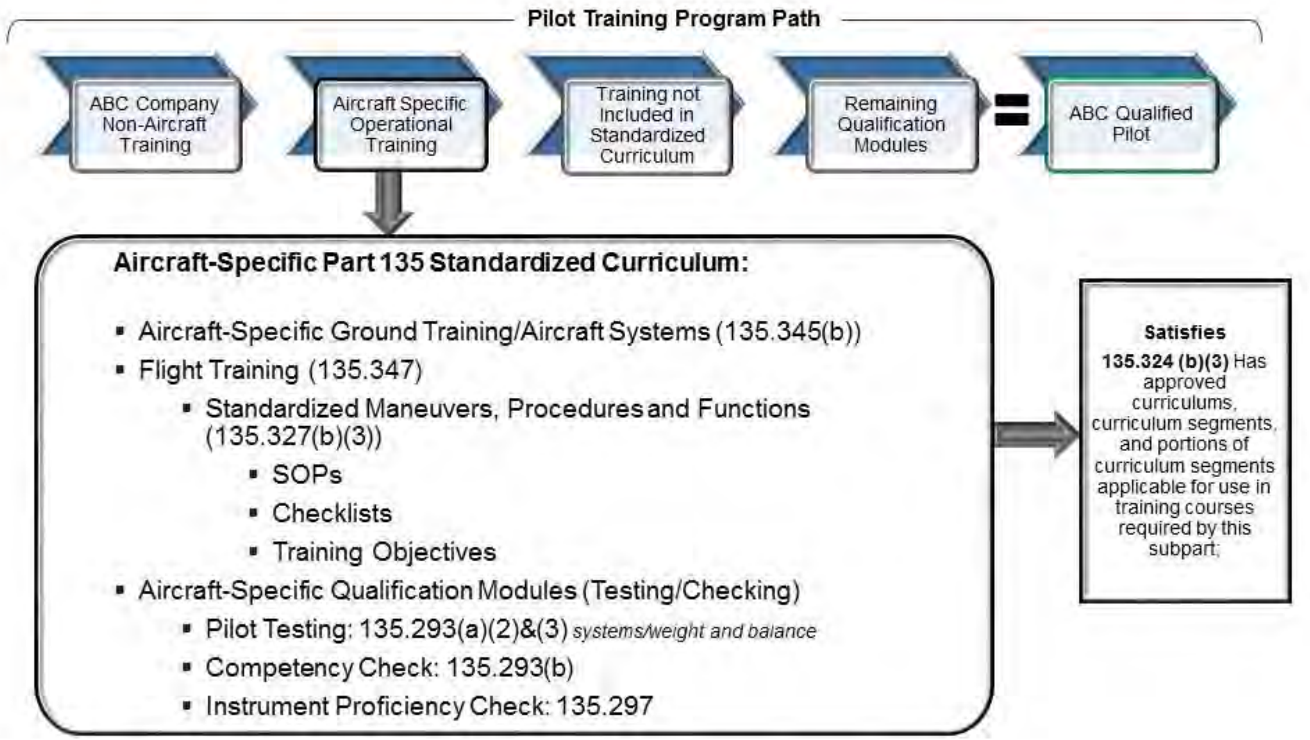

Figure 2-1 Standardized Curriculum Elements

As required for any training conducted in accordance with § 135.324(b), the part 142 training center must qualify its personnel to provide part 135 training, testing, and checking as outlined in AC 142-1 in order to deliver the standardized curriculum. The image above, Figure 2-1, Standardized Curriculum Training Elements, illustrates "the box" in which training, testing, and checking is included in the standardized curriculum. Figure 2-1 also illustrates where the standardized curriculum resides in the path to part 135 pilot qualification. The expanded area, "Aircraft-Specific Operational Training portion of the Pilot Training Program Path", defines the elements within the box of the standardized curriculum, and represents what the ACT ARC recommended.

The Standardized Curriculum Package (SCP) is a package comprised of the training curricula and the supporting courseware, equipment, records, personnel, and facilities necessary to deliver a curriculum or group of curricula for part 135 training. The part 142 training center qualifies its personnel to deliver the part 135 training.
A part 142 training center may deliver the nationally accepted standardized curriculum to any part 135 operator that obtains approval for its use. It is one, voluntary way to comply with existing regulations as well as a way to simplify the approval process for an air carrier's training program.

4 Task Group Assignments and Activities

4.1 Defining the Subgroups and Tasking

The TSWG reviewed the assigned tasking from the original ARAC tasking statement, and created these primary categories to develop a standardized curriculum:

- Curriculum, which includes published guidance, reference materials, data sources, and airframes.
- Qualifications, to include instructors, pilots, and safety-implications.
- Continuous Improvement, which includes data-driven metrics and recommendations related to the multiple standardized curricula that will be developed.

Each category was discussed in detail and aligned with task assignments that were directly supportive of the TSWG's objectives and assigned a number:

TSWG Task Detail Table	
1	Develop TSWG meeting schedule.
2	Identify activities that require SME action-teams/sub-groups.
3	Conduct a targeted review of published FAA guidance, data sources, and other reference materials relevant to the design, development and proposals to support the standardized curricula. Examples for review: ARAC Tasking Notice; FAA Advisory Circular 142-1; FAA Order 8900.1 Inspector Guidance (TCPM and POI); Standardized Curricula Delivered by Part 142 Training Centers; Flight Standardization Board Report (FSBR); relevant supporting data sources; etc.
4	Identify systematic development methodology (i.e., Instructional Systems Design (ISD), etc.).
5	Identify list of aircraft types and variants practical for standardized curriculum development.
6	Prioritize standardized curriculum development based on aircraft types.
7	Identify the 'flagship' (first) aircraft type standardized curriculum.
8	Conduct focused review and analysis of existing qualification training curricula for applicable aircraft types under part 135 operations.
9	Develop Instructor and Check Pilot Qualification Curriculum.
10	Identify sub-curricula for each standardized curricula aircraft type (e.g., CQ, Re-Qual; as needed for future development).
11	Identify supporting data and resources.
12	Conduct a regulatory GAP analysis to include parts 135 and 142, along with the proposed standardized curriculum.
13	Identify methodology for ongoing standardized curriculum maintenance and development (who, how, when/triggers for revisions).
14	Determine data-driven methods and element criteria to identify program effectiveness to make recommendations for continuous improvement.

TSWG Task Detail Table	
15	Determine the maximum extent to which standardized curriculum programs can be standardized across aircraft types, based on regulatory analysis, safety implications, and manufacturer (OEM) input.

4.2 Subgroup Action Teams

The working group determined these tasks would be achievable through the formation of specialized breakout groups (Action Teams). Many of these tasks were addressed in the TSWG's initial recommendation report presented to ARAC in June 2021. The remaining tasks are addressed by new Action Teams. Each of these new Action Teams are responsible for research, analysis, and execution of the assigned tasking for their team's respective subject categories:

Current TSWG Action Teams	
CE-560XLAction Team	Recommend CE-560XL SCP
HS-125 Action Team	Recommend HS-125 SCP

The Action Teams met weekly or as scheduled. Each Action Team provided updates to the broader TSWG's meetings.

4.2.1 Citation CE-560XL and Hawker HS-125 Action Teams

In support of developing initial training curricula for the Cessna Citation CE-560XL and Hawker HS-125 type rating designations, the TSWG assembled two type-specific Action Teams comprised of CE-560XL and HS-125 subject matter experts from the manufacturer, operators, training centers, and the FAA.

Textron Cessna Citation CE-560XL Action Team Subject Matter Experts	
Ben Hamilton, PriorityJet	Brian Small, FlightSafety International
Kenneth Holmes, FlightSafety International	Carolyn Ridley, Jet Logistics
Josh Esping, Textron Aviation, Inc.	Lou Ridley, Jet Logistics
Daniel Von Bargen, Contract Pilot	Mike Walt0on, Textron Aviation, Inc.
John Vetter, FlightSafety International	Greg Dawsey, Retired
Matthew Zeiman, Textron Aviation, Inc.	Maureen Schumacher, FAA
Blake Rogers, Mach Point Aviation	Megan Sayre, FAA
Steve Dennis, CAE	

Textron Hawker HS-125 Action Team Subject Matter Experts	
Jesse Mowry, Jet Aviation Flight Services, Inc.	Gregory Tonn, FlightSafety International
Errol Wuertz, Textron Aviation Inc.	Mike Lyon, Lyon Aviation
Andrew Jost, CAE	Matthew Zeiman, Textron Aviation, Inc.
Steve Dennis, CAE	David Richardson, FAA

4.3 Review and Analysis Results of the CE-560XL and Hawker HS-125 Action Teams

After reviewing the initial ARAC tasking, the work of the ISD Action Team and the SOP Action Team, the TSWG assigned the CE-560XL and HS-125 Action Teams the following tasks:

<table>
<tr><th colspan="2">TSWG Type-Specific Action Team Tasking Table</th></tr>
<tr><td>1</td><td>Conduct a review and analysis of the assigned tasks and any other related materials or documents.

• Review Training Needs Analysis
• Review Flight Standardization Board Report
• Review relevant OpSpecs/MELs
• Review existing 142 training programs</td></tr>
<tr><td>2</td><td>Based on the templates and best practices established by the TSWG, develop and recommend the following curricula, including planned hours, for each aircraft type:

• Adaptive Recurrent,
• Initial Equipment,
• Initial New Hire,
• Recurrent,
• Requalification,
• Transition, and
• Upgrade.</td></tr>
<tr><td>3</td><td>Each Type Specific Action Team will develop the following based on the templates and best practices established by the TSWG, to be used throughout the standardized training program and during normal operations:

• SOPs
• Call outs</td></tr>
<tr><td>4</td><td>Draft and submit the recommendation report based on the assigned tasks.</td></tr>
<tr><td>5</td><td>Present the recommendation report at the TSWG meeting.</td></tr>
<tr><td>6</td><td>Provide continuous improvement for the standardized curriculum based on recommendations from the TSWG.</td></tr>
</table>

The CE-560XL and HS-125 Action Teams also used the ISD process outlined in ICAO Doc 9868 Procedures for Air Navigation Services – Training, and their work focused largely on Workflow 2. This included reviewing the work from the ISD and SOP Action Teams.

The team developed training elements specific to the CE-560XL and HS-125. These elements came from reviewing the Flight Standards Review Board Report (FSBR), special authorizations, Operations Specifications (OpSpecs), common to CE-560XL and HS-125 operators, and operational experience.

In the curriculum development process, the Action Teams discussed the details of how the curriculum would be implemented. This led to significant deliberations about the best methods to ensure the SCP included the following training elements:

- Aircraft specific documents;
- Aircraft and system failures;
- Special authorizations;
- Performance planning;
- Flight Profiles and Maneuvers
- Company indoctrination training; and
- Training under parts other than 135.

The information below summarizes the conversations and recommendations from the Action Team on each of these subjects.

4.3.1 Aircraft Specific Documents

The CE-560XL and HS-125 Action Teams reviewed training elements required in FAA approved documents, including the Airplane Flight Manual (AFM) and the FSBR, to identify type-specific training needs. After reviewing the training and special emphasis items in the FSBR, the group agreed upon and selected the appropriate tasks and learning objectives.

4.3.2 Special Authorizations

The CE-560XL and HS-125 Action Teams recognized that to be effective, the SCP must consider a process for operators to provide training required by each OpSpec held by the operator. However, not all part 135 certificate holders operating CE-560XL and HS-125 aircrafts hold the same OpSpecs, so some elements may need to be optional and made available through specialty curriculum. Even though these specialty curricula may not be applicable to all operators, the information in these specialty curricula can be presented in a standardized manner.

The action teams discussed that training for some OpSpecs, such as B036 Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (LRNS), can be conducted by the operator. In other instances, training should be provided by the contract training provider, because it requires the use of a training device, such as systems integration training or flight training, or a flight check. The action teams underwent a comprehensive review of all OpSpecs, to determine which require training and in which cases that training should be conducted by the contract training provider. Upon determining which OpSpec training should be provided by the contract training providers, the team used FAA data to determine which OpSpecs were most prevalent among HS-125 operators and CE-560 operator, respectively. The teams determined that training should be incorporated into the Course 1 and Course 2 curriculum for OpSpecs that are most prevalent among the respective operating communities. Operators that require training for other OpSpecs can conduct the training themselves or conduct the training outside of the scope of the standardized curriculum.

In some cases, an OpSpecs contain flexibility for the Principal Operations Inspector to grant varying levels of authorization. This is true for many C paragraph OpSpecs that specify a particular height at which pilots should execute a go-around, such as C073, or specify a particular weather minimum, such as C079. In order to ensure operators can meet training requirements for these OpSpecs, the training must be conducted to the lowest altitude or weather minimum, because the guidance requires operators to train to the lowest minimum before they can receive that authorization. Otherwise, there would be no pathway for operators to receive authorization for executing maneuver to the lowest minimum. If an operator is not authorized to the lowest minimum for a procedure, that should be discussed in differences training.

4.3.3 Differences Training

Differences training is required for crewmembers who have qualified and served on a particular type aircraft, when the Administrator finds differences training is necessary before a crewmember serves in the same capacity on a particular variation of that aircraft. The FAA's Aircraft Evaluation Group evaluates aircraft variants to determine the training required to transition between aircraft. This type of training is common when a contract training provider provides training on a variant of the aircraft flown by the operator. In such a case, the pilot must receive training on the differences between the simulated aircraft and the actual aircraft prior to flying.

The HS-125 and CE-560 Actions teams have developed training curricula to address differences between variants. The action teams reviewed the respective FSB reports to evaluate the differences. In discussion with FAA personnel and members of the ACT ARC that recommended the standardized curriculum program, it became clear that the best course of action would be to include level C through level E differences in the standardized curriculum program, while level A and B differences will be the responsibility of the operator. The group discussion determined this would expedite the standardized curriculum development process, and ensure pilots have access to the equipment necessary to accomplish training for higher levels of differences. Specifically, this ensures the contract training provider continues to provide training that requires the use of systems devices, maneuvers devices and full flight simulators.

4.3.4 Performance Planning.

Regulation § 135.293(a)(3) specifies that no certificate holder may use a pilot, nor may any person serve as a pilot, unless, since the beginning of the 12th calendar month before that service, that pilot has passed a written or oral test, given by the Administrator or an authorized check pilot, on that pilot's knowledge in… for each type of aircraft to be flown by the pilot, the method of determining compliance with weight and balance limitations for takeoff, landing and en route operations." Additionally, § 135.345(b) stipulates initial, transition, and upgrade ground training for pilots must include instruction in performance characteristics and operating limitations, including takeoff weight limitations, for each aircraft type.

Today, many operators use third-party tools, such as mobile applications, to efficiently meet the requirements of § 135.379 (Transport Category Takeoff Limits). To achieve the most effective training and checking, pilots should train on the company specific procedures and methods that will be used during day-to-day operations to determine compliance with weight and balance limitations for takeoff, landing and en route operations.

Traditionally, pilots go to a contract training center for training and checking which includes training and checking for weight and balance principles and methods. Because a part 142 training center may have pilots from several different operations in the same training class, they teach pilots to use the charts and graphs in the AFM to calculate weight and balance and prepare for the requirements of a practical test based on the Airline Transport Pilot and Type Rating for Airplane Airman Certification Standards (ATP and Type Rating ACS), which requires the AFM method of computing weight and balance.

If all Part 135 certificate holders use the same mobile application or the AFM during daily operations, a change to the current process would not be required. However, the CE-560XL and HS-125 Action Teams does not feel it is appropriate for this group to recommend or dictate a single vendor for all certificate holders. While the team could recommend all operators use the AFM based on historical practice, the group acknowledges that what is common in the training industry today is not compliant with the requirements of § 135.379. Not only were mobile applications developed for their ease of use, precision, and efficiency, they are necessary for fulfilling the requirements of § 135.379. The team does not believe it is appropriate to prohibit the use of tools of this nature on the flightline as these tools enhance safety and ensure regulatory compliance.

Consequently, the CE-560XL and HS-125 Action Teams believes that each operator should be responsible for training and checking pilots on the use of any third-party tools for calculating weight and balance or performance as a prerequisite for beginning initial training at the contract training center. This ensures the pilots will understand the way they are expected to execute such procedures at their operation. The action team also acknowledges that not all operators will use such performance calculation tools and some may solely use the AFM. In such cases, the operator would not need to train the pilot on performance calculation procedures prior to beginning the initial standardized curriculum.

In such a case, the pilot is trained and checked on weight and balance prior to commencing training at the center. During training, pilots will need to calculate weight and balance. It is expected that training centers will continue to provide background information on weight and balance calculations using AFM charts and graphs both to accommodate pilots operating under parts other than 135 that are attending the same class and to give pilots operating under 14 CFR 135 an appreciation for the differences between AFM produced performance data and engineered performance data. To prepare for simulator flights, pilots will need to calculate weight and balance performance and limitations using the tools approved in their operation, having already completed company-specific indoctrination training. All vendor derived information and charts are based on the same engineering data, so regardless of the method of calculation, the pilot should arrive at the same result.

Pilots should use their company specific methods for calculating limitations for the simulator. If a pilot calculates incorrect performance information, the instructor should notify the pilot and assist the pilot in achieving the correct data. However, because the pilot will have already been trained and checked on § 135.293(a)(1) through (9), incorrect calculations will not result in failed checking. In such cases, any deficiency in operator-specific performance calculations should be reported to the air carrier to address.

4.3.5 Flight Profiles and Maneuvers

The CE-560XL and HS-125 Action Teams identified an opportunity to improve traditional performance training and flight profiles by adhering to recommendations from the Transport Aircraft Performance Planning (TAPP) Working Group, which intended to improve understanding of transport airplane performance concepts and requirements. These recommendations are based on the requirements of §135.379, 135.383, 135.385 and 135.387

A Transport Category AFM allows for obstruction protection until the en route phase is reached. Consequently, a new takeoff profile is necessary to recognize a transition from the second segment to the third and fourth segment will be based on runway analysis. The flight profile recognizes performance planning should connect takeoff requirements in § 135.379 to the en route performance requirement in § 135.383.

In light of recent business aircraft accidents during circling approaches, including accidents in Teterboro, NJ, Truckee, CA, and El Cajon, CA, the CE-560XL and HS-125 Action Teams identified executing missed approaches as an opportunity to improve training. The Action Teams indicated that they received significant operator feedback on the current lack of training for this maneuver, given the complexities involved in establishing the proper missed approach course, ensuring the navigation sources are properly utilizes, while performing the required SOPs and aircraft configuration changes in a climbing turn that may not be trained during a straight-in approach sequence. Consequently, in addition to the common circling approach to a landing, both action teams include a Circling Approach to a Missed Approach in training objectives.

4.3.6 Company Indoctrination Training

Operators must train and check pilots in accordance with § 135.345(b) and § 135.293(a)(3). In operations that use performance calculation tools other than the AFM, operators shall conduct such training and checking during initial indoctrination training, prior to the pilot beginning the initial standardized curriculum.

To facilitate checking pilots' familiarity with performance calculation procedures prior to visiting the contract training center, operators will need to be able to use company check pilots to conduct oral or written testing in accordance with § 135.293(a)(3). Current guidance does not facilitate this practice, as guidance in Order 8900.1, Volume3, Chapter 20, Section 6, paragraph 3-20-6-11b states the following:

> A check pilot may be approved to conduct § 135.293(a)(1) and (4) through (9) written or oral tests if the check pilot is current and qualified; the check pilot is not required to hold the type rating for the specific aircraft.

4.3.7 Training Under Parts Other Than 135

The scope of this recommendation is limited to pilot training and checking for pilots operating under part 135. The CE-560XL and HS-125 Action Teams acknowledge that many part 142 training centers conduct training for pilots operating under other parts and do not segregate type-specific classes based on operating part. Consequently, it is common for pilots flying solely under part 91 to attend the same training course as pilots flying under part 135. In some cases, pilots flying solely under other parts may require training elements that are not required of pilots flying under part 135, such as Line Oriented Flight Training.

5 Recommendations

5.1 Recommendation on Training Curricula

> *In accordance with the tasking, the Training Standardization Working Group recommends the curriculum in Appendices A through J for adoption and implementation as the standardized training program for pilots operating CE-560XL and HS-125 aircrafts under 14 CFR part 135.*

These recommendations were created with type specific experts from operators, training providers, and the manufacturer. For further details on the process used by these experts, see Section 4.

These recommendations describe the content of training programs. They do not necessarily provide the order in which each item must be trained.

The ARAC tasked the TSWG to develop and recommend part 135 standardized curricula for each aircraft or series of aircraft, including the maneuvers, procedures, and functions to be performed during training and checking. Additionally, the FAA order 8900.1 Volume 3, Chapter 54, Section 3 lists the following components to the standardized curriculum:

a) Applicability. In Appendices A and F, the CE-560XL and HS-125 Action Teams identify the aircraft to which the curriculum applies and defines what part 135 training and checking requirements the curriculum satisfies.

b) Prerequisites. In Appendices A and F, the CE-560XL and HS-125 Action Teams recommend the requirements to enroll in the curriculum.

c) Aircraft-Specific Curricula. In Appendices A and F, the aircraft-specific curricula details what the curriculum should include. Specifically, the CE-560XL and HS-125 Action Teams recommend three courses:

   1) Course 1 meets the training requirements for initial new hires, initial equipment training, requalification for pilots more than 35 months out of currency, transition training, and upgrade for pilots not previously qualified on type.

   2) Course 2 meets the requirements for recurrency, requalification for pilots less than 35 months out of currency, and upgrade training for pilots previously qualified on type.

   3) The standardized curriculum will include core curriculum elements and specialty curriculum elements. Specialty curriculum elements may not apply to all operators. Specialty curricula will be used to address training requirements associated with OpSpecs. While all operators of a particular aircraft type may not need a certain OpSpec, those who do need the OpSpec will need a pathway for training. See section 4.2.3.3 Special Authorizations for more details. The TSWG will recommend additional specialty curricula in future recommendation reports.

d) Instructor and Check Pilot Qualification Considerations. The CE-560XL and HS-125 Action Teams did not identify any aircraft- or curriculum-specific training items that a training center should address for instructor and check pilot qualification. Each instructor and check pilot should be familiar with the information in the appendices.

e) Learning Objectives. In Appendices C, E, H, and J, the CE-560XL and HS-125 Action Teams recommend learning objectives that provide baseline objectives for each curriculum segment.

   Depending on the nature of the course (i.e., ground training or flight training), objectives may encompass knowledge, skills, or other attitudes, in accordance with ICAO Doc 9868 Procedures for Air Navigation Services – Training.

   The Working Group acknowledges the importance of each learning objective and that it is important for training center experts to have the flexibility needed to design plans of action to deliver effective and efficient training.

f) Aircraft Configuration. In Appendices A, E, F, and J, the CE-560XL and HS-125 Action Teams address known differences to the aircraft configuration and identifies what training considerations are appropriate when using FSTDs that have differences.

g) SCP Profile Content. The SCP profile shall be developed by the training center to assist operators in assessing whether the SCP is appropriate for the operator. The SCP profile provides a summary of the SCP and includes information such as FSTD equipment configuration. The SCP profile is not included in this recommendation.

h) Maneuvers, Procedures and Functions. In Appendices A, B, F, and G, CE-560XL and HS-125 Action Teams recommendations fulfill documentation requirements of § 135.327(b)(3) by including event profiles and operational procedures for all tasks and identifies any seat- and task-dependent training unique to the aircraft.

i) SOPs. In Appendices B and G, the CE-560XL and HS-125 Action Teams recommend standardized SOPs. SOPs may be a subset of maneuvers, procedures, and functions. SOPs support the items that are not necessarily included in all maneuvers, procedures, and functions depictions but are applicable to the operations conducted.

The Training Standardization Working Group, with one exception, recommends using the manufacturer check lists, some of which are included in Appendices B and G for reference. Both the CE-560XL and HS-125 Action Teams recommend adding a hold line to the respective One Engine Inoperative Approach and Landing Checklists.

The Order 8900.1 Volume 3, Chapter 32, Section 12, Paragraph 3-3404 states that for all aircraft, the crewmember responsible for reading the checklist should be responsible for ensuring that the checklist is completed systematically and expeditiously. However, the One Engine Inoperative Approach and Landing Checklist for the Hawker and Excel combine multiple checklists without any natural stopping points, leading to an excessive five- to ten-minute time gap between starting and completing the checklist. Additionally, the checklist's practicality is hindered by a statement within it. The action teams believe that complying with the checklists as written puts crews in an unsafe profile due to flap configuration changes at low altitudes, conflicting with stabilized approach criteria, and further challenging single-engine go-arounds beyond the crew and aircraft capability.

Additionally, the HS-125 Action Team recommends adding an arrow indicating the recommended 25° flap landing: The checklist includes an abnormal note that states, "When it is certain there is no possibility of a go-around" followed by permission for a full-flap landing. However, this statement seems impractical and contradicts the expectations and training of crews—there is always a chance of a go-around. Crews typically opt for a 25° flap landing, but the lack of a corresponding checklist call results in difficulty adhering to the checklist and misguiding crews.

j) Qualification Standards. In Appendices A and F, the TSWG recommends part 135 pilot qualification standards appropriate for the aircraft. Qualification standards are published with the standardized curriculum. The standard prescribed in part 135, which requires that the pilot be the obvious master of the aircraft with the successful outcome never in doubt, is higher than that found in part 61. Therefore, qualification standards address the higher standard as it applies in part 135. The TSWG develops part 135 qualification standards based on the standards prescribed by part 135 considering:

- Maneuvers, procedures, and functions documentation;
- Flight Standardization Board Report (FSBR);
- Part 135 regulatory requirements;
- OpSpec authorizations; and
- Current FAA practical test standards (PTS)/Airman Certification Standards (ACS) (e.g., the current edition of FAA-S-ACS-11, Airline Transport Pilot and Type Rating for Airplane Airman Certification Standards).

k) Planned Hours. In Appendices A and F, the CE-560XL and HS-125 Action Teams recommend a range for curricula training planned hours.

l) Grading Criteria. In the recommendation report and Appendices A and F, the CE-560XL and HS-125 Action Teams recommend a grading scale and supporting descriptive criteria for pilot training.

m) Recordkeeping. In Appendices A and F, the CE-560XL and HS-125 Action Teams identify unique recordkeeping considerations for users of the standardized curriculum.

The table below highlights some of the differences between traditional instructions delivered to part 135 certificate holders by part 142 training centers.

SUMMARY OF PART 135 TRAINING REQUIREMENTS VS. STANDARDIZED CURRICULA (SC) DIFFERENCES		
Training Type	**Traditional Part 135 Training**	**Recommended Standardized Curriculum**
Ground Training	Per 8900.1 Vol. 3, Ch 19, Sec 5- • 22 knowledge areas listed with 11 sub-areas	Per TSWG's Recommendation: • 24 knowledge modules listed with detailed learning objectives for each
Initial New Hire Ground Training	Per 8900.1 Vol. 3, Ch 19, Sec 5- Flightcrew Ground Training Hours National Norms: • 75 Hours	Per TSWG's Recommendation: • 61.5 Hours, plus knowledge exam • 10 Hours System Integration Training (SIT)
Initial Equipment Ground Training	Per 8900.1 Vol. 3, Ch 19, Sec 5- Flightcrew Ground Training Hours National Norms: • 64 Hours	Per TSWG's Recommendation: • 61.5 Hours, plus knowledge exam • 10 Hours System Integration Training (SIT)
Transition Ground Training	Per 8900.1 Vol. 3, Ch 19, Sec 5- Flightcrew Ground Training Hours National Norms: • 64 Hours	Per TSWG's Recommendation: • 61.5 Hours, plus knowledge exam • 10 Hours System Integration Training (SIT)
Upgrade Ground Training	Per 8900.1 Vol. 3, Ch 19, Sec 5- Flightcrew Ground Training Hours National Norms: • 16 Hours	Per TSWG's Recommendation: • 15.5 Hours plus knowledge exam
Recurrent Ground Training	Per 8900.1 Vol. 3, Ch 19, Sec 10- Flightcrew Recurrent Ground Training National Norms (Thresholds) • Two Pilots - 16 Hours • One Pilot - 8 Hours	Per TSWG's Recommendation: • 15.5 Hours plus knowledge exam
Initial New Hire Flight Training	Per 8900.1 Vol. 3, Ch 19, Sec 6- Flight Training Hours (National Norms) pilots—FSTD: • Two Pilots PIC & SIC – 24 • One Pilot PIC & SIC- 12	Per TSWG's Recommendation: • Two Pilots PIC & SIC - 24 (28 with optional LOFT) • One Pilot PIC & SIC -- 14 (18 with optional LOFT)

SUMMARY OF PART 135 TRAINING REQUIREMENTS VS. STANDARDIZED CURRICULA (SC) DIFFERENCES		
Training Type	**Traditional Part 135 Training**	**Recommended Standardized Curriculum**
Initial Equipment Flight Training	Per 8900.1 Vol. 3, Ch 19, Sec 6- Flight Training Hours (National Norms) Two pilots—FSTD: • Two Pilots PIC & SIC- 20 • One Pilot PIC & SIC- 10	Per TSWG's Recommendation: • Two Pilots PIC & SIC - 24 (28 with optional LOFT) • One Pilot PIC & SIC -- 14 (18 with optional LOFT)
Transition Flight Training	Per 8900.1 Vol. 3, Ch 19, Sec 6- Flight Training Hours (National Norms) Two pilots—FSTD: • Two Pilots PIC & SIC- 20 • One Pilot PIC & SIC- 8	Per TSWG's Recommendation: • Two Pilots PIC & SIC - 24 (28 with optional LOFT) • One Pilot PIC & SIC -- 14 (18 with optional LOFT)
Upgrade Flight Training	Per 8900.1 Vol. 3, Ch 19, Sec 5 • Two Pilots - 8 Hours • One Pilot - 6 Hours	Per TSWG's Recommendation: • PIC – 12 Hours • SIC – 12 Hours
Recurrent Flight Training	Per 8900.1 Vol. 3, Ch 19, Sec 10- Recurrent Flight Training (National Norms) Two pilots—FSTD • PIC - 4 Hours • SIC - 4 Hours	Per TSWG's Recommendation: • PIC – 12 Hours • SIC – 12 Hours
Flight Training Profiles	Uses consistent training profiles for all departments.	Emphasizes the need to determine the flight profile based on performance planning and the conditions of the flight
Performance Planning	Emphasizes AFM calculations	Emphasizes performance planning methods pilots will use during operations
Evaluation Standards	ATP & Type Rating ACS	• ATP & Type Rating ACS for qualification and compliance with FAA Form 8410 • 4-point grading scale for feedback to TSWG • Additional SIC qualification elements

5.2 Standardized Curriculum Differences for the HS-125

1. Over its more than 60-year history, the Hawker has evolved through numerous series, featuring changes such as engine upgrades, the addition of an APU, modifications in avionics, fuel tanks, and other components. Each alteration has necessitated updates to

checklists and best practices for operation. The process of identifying a specific base model and then crafting SOPs and Flows to cover all series required careful consideration by the team, particularly since not all team members had direct experience with each series.

2. The Hawker's landing checklist contains several items that are usually considered limitations rather than standard checklist components, such as Yaw Damper and Autopilot for landing. Including these within the checklist creates challenges in initiating and completing the landing checklist in a timely fashion. While a typical landing checklist is begun a few minutes before landing and completed within approximately 20 seconds, the inclusion of Autopilot and Yaw Damper prevents its completion until they are addressed. These two particular items are generally left engaged until just before landing. This arrangement forces the crew to handle checklist items over an extended timeframe, even during high workload phases close to the ground, complicating the process.
3. The Hawker's checklists include some unconventional language that has led to confusion among pilots, specifically the phrase "when no possibility exists of a go around." Since pilots are traditionally trained that a go-around is always an option, this wording can be misleading. Adhering to or implementing procedures following this statement might be misconstrued, and if certain processes aren't performed in accordance with it, additional conditions might be required to ensure a safe landing (e.g., landing with a reduced flap setting and understanding its impact on landing performance).
4. In addition to the standard pre-landing checklist, the combined "One Engine Inoperative Approach and Landing" checklist took a significant amount of time to complete. To streamline this process, the team recommended introducing a designated holding point within the checklist. This allows for the division of the extensive checklist into two more manageable parts, enabling a more efficient execution of tasks.
5. The Hawker has traditionally performed circle-to-land approaches with less than full flaps. The specific reason for this approach is not clearly defined, but it is suspected to relate to early models' power limitations, the steep angle of the landing flaps (45 degrees), and their impact on missed approach performance. Additionally, considerations were raised regarding the risks associated with making late changes to the configuration.
6. Right seat takeoff was a subject of strong consensus within the team, leading to the belief that it should be defined consistently so that all crews follow the same SOP. The absence of this as a standardized practice has resulted in challenges for crews in identifying and implementing best practices without clear guidance.
7. Steep turn speed was identified as a weakness in current industry practices, with maneuvers being completed at speeds faster than the design maneuvering speed. Recognizing this issue, the team reached a consensus that adjusting this target speed would be a prudent recommendation. Furthermore, to grant pilots the flexibility to remain below this threshold while still utilizing the full ATP Practical Test Standards range (± 10 knots), the targeted speed was further reduced.
8. The Hawker team recognized the importance of alignment with industry standards across various fleets. They prioritized harmonizing their SOPs with those of the broader industry, beginning with the approach calls that use "above minimums" rather than

referencing airport elevation. During this alignment process, the team relied substantially on the TSWG recommendations to ensure consistency with cross-fleet SOPs.

Appendix A – CE-560XL Curriculum Document

CE-560XL Standardized Curriculum

1 Maintaining Training Syllabi

Parts 135 operators should maintain training syllabi (e.g., initial, upgrade, or recurrent) and other appropriate materials including operational practices and procedures. Training for other personnel must be included where appropriate (e.g., operational control personnel or maintenance). A part 135 standardized curriculum listed in TSpecs may be referenced in the part 135 operator's training program as an FAA-published curriculum in accordance with §135.341 without the need to reproduce a physical copy of the curriculum.

2 Applicable Regulations and Guidance

FAA Reference Documents
FAA Advisory Circular 00-54 11/25/1988 Pilot Windshear Guide
FAA Advisory Circular 90-100A CHG 2, 04/14/2015 U.S. Terminal and En Route Area Navigation (RNAV) Operations with Change 2
FAA Advisory Circular 90-105A 03/07/2016 Approval Guidance for RNP Operations and Barometric Vertical Navigation in the U.S. National Airspace System and in Oceanic and Remote Continental Airspace
FAA Advisory Circular 90-106B 05/02/2022 Enhanced Flight Vision Systems
FAA Advisory Circular 90-107 02/11/2011 Guidance for Localizer Performance with Vertical Guidance and Localizer Performance without Vertical Guidance Approach Operations in the U.S. National Airspace System
FAA Advisory Circular 90-108 04/21/2015 Use of Suitable Area Navigation (RNAV) Systems on Conventional Routes and Procedures
FAA Advisory Circular 90-117 10/03/2017 Data Link Communications
FAA Advisory Circular 91-74B 10/08/2015 Pilot Guide: Flight In Icing Conditions
FAA Advisory Circular 91-79A CHG 2 02/20/2018 Mitigating the Risks of a Runway Overrun Upon Landing
FAA Advisory Circular 120-35D 03/03/2015 March 18 2013 Flightcrew Member Line-Operational Simulations: Line-Oriented Flight Training, Special Purpose Operational Training, Line Operational Evaluation
FAA Advisory Circular 120-55C CHG 1 March 18 2013 Air Carrier Operational Approval and Use of TCAS II
FAA Advisory Circular 120-74B 07/30/2012 Part 91, 121, 125, and 135 Flightcrew Procedures during Taxi
FAA Advisory Circular 120-76D 10/20/2017 Authorization for Use of Electronic Flight Bag
FAA Advisory Circular 120-91A January 13 2020 Airport Obstacle Analysis
FAA Advisory Circular 120-108 01/20/2011 Continuous Descent Final Approach
FAA Advisory Circular 120-109A CHG 1 11/24/2015 Stall Prevention and Recovery Training
FAA Advisory Circular 120-118 07/2/2018 Criteria for Approval/Authorization of All Weather Operations (AWO) for Takeoff, Landing, and Rollout

FAA Reference Documents
FAA Advisory Circular 135-17 12/14/1994 Small Aircraft Ground Deicing
FAA Airline Transport Pilot and Type Rating for Airplane Airman Certification Standards with change 1, June 2019
FAA CFR Title 14 Subchapter C Part 25
FAA CFR Title 14 Subchapter D Part 61.66
FAA CFR Title 14 Subchapter F Part 91.176
FAA CFR Title 14 Subchapter G Part 135 subpart G
FAA CFR Title 14 Subchapter G Part 135 subpart H
FAA 8900.1 Vol. 3 Ch. 19 Sec. 5 CHG 702, 04/24/2020
FAA 8900.1 Vol. 3 Ch. 19 Sec. 6 CHG 702, 04/24/2020
FAA 8900.1 Vol. 3 Ch. 19 Sec. 7 CHG 702, 10/19/2020
FAA 8900.1 Vol. 3 Ch. 19 Sec 8 CHG 702, 4/24/2020
FAA 8900.1 Vol. 3 Ch. 19 Sec 9 CHG 555, 4/21/2020
FAA 8900.1 Vol. 3 Ch. 19 Sec 10 CHG 702, 4/24/2020
FAA 8900.1 Vol. 3 Ch. 19 Sec 11 CHG 702, 4/24/2020
FAA 8900.1 Vol. 3 Ch. 54 Sec. 6 CHG 711, 6/20/2020
FAA 8900.1 Vol. 4 Ch. 3 Sec. 6 CHG 627, 10/15/18
FAA-H-8083-16B, Instrument Procedures Handbook 2017
FAA FSB Report 560XL Rev 4 03/12/2020
FAA Operational Suitability Report (OSR) Rev.3 08/14/2020 (Operational Credit for EFVS)
FAA Pilot Guide to Takeoff Safety (2004)
FAA InFO 18014, 11/19/2018
FAA SAFO 17010 Incorrect Airport Surface Approaches and Landings
FAA SAFO 19001 Landing Performance Assessments at Time of Arrival
FAA Fact Sheet - Engineered Material Arresting System (EMAS), 12/16/2020

3 Base Aircraft

This document sets forth the recommended Training Curricula for CE-560XL series aircraft, including the CE-560, CE-560 XLS, CE-560XLS+, and CE-560XL (Excel and XLS) with G5000 variants. The curricula satisfy the aircraft-specific training, testing, and checking requirements of §135.293, §135.297, §135.345, 1 §35.347, and §135.351. A training provider must identify in their standardized curriculum package which aircraft in the series is the base aircraft represented by the flight training equipment to be used, and identify which variants can be trained using the appropriate differences course(s) from the standardized curriculum.

4 Aircraft Configuration

This recommended standardized training curriculum addresses the CE-560XL aircraft, including the CE-560, CE-560 XLS, CE-560XLS+, and CE-560XL (Excel and XLS) with G5000 variants.

Appendix E contains detailed differences training and learning objectives based on the CE-560XL Flight Standards Board Report.

5 Curricula

The purpose of the training program is to standardize part 135 air carrier curricula delivered by part 142 training centers to meet the training requirements of part 135 subpart H. This training specification is the mechanism with which the TSWG will formalize stakeholder input for each aircraft type, prior to developing a standardized curricula document for each aircraft fleet. Upon completion of a fleet specific standardized curricula document, the TSWG will recommend that curricula document to the ARAC.

The ARAC will either return the document to the TSWG for revision or recommend the document to the FAA for review. When the ARAC recommends a standardized curricula document to the FAA, the FAA will review the recommendations and, if acceptable, publish the standardized curricula at a national level.

The final output of the TSWG design process is a curriculum document for review by the ARAC. The remaining components of the training program are the responsibility of the operator and part 142 training provider.

In scope of the CE-560XL Standardized Curriculum:

- Part 135 Curriculum Document

Out of scope:

- Air Carrier Indoc subjects – §135.345(a)(1)-(10)
- Company Qualification Modules – §135.293(a)(1)&(4)-(8) and §135.299
- Company-Specific Weight and Balance Qualification Modules – 135.293(a)(3), except that crewmembers will be required utilize their company-specific procedures to establish required weight & balance computations and performance requirements during training under the Standardized Curriculum.
- Company Specialty Curriculum Modules
- Courseware (including ground and simulator lesson plans)
- Facilities
- Flight Training Equipment
- General Emergency Training - §135.331
- Hazardous Materials Training (Recognition or Will-Carry) - §135.505
- Personnel
- Records

Additionally, this curriculum meets the training requirements for operators with the following authorizations:

- B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems
- B035 - Class I Navigation in US Class A Airspace Using Area or Long-Range Navigation Systems
- C052 - Straight-In, Non-Precision, APV, and Category I Precision Approach and Landing Minima - All Airports
- C063 - Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations).
- C073 - Using Minimum Descent Altitude (MDA) as a Decision Altitude (DA)/Decision Height (DH).
- C075 - CAT I IFR Landing Minimum - Circling Approaches
- C079 - IFR Lower-than-Standard Takeoff Minima Airplane Operations - All Airports (Part 135)

5.1 Standardized Curriculum Interface with the Overall Pilot Training Curriculums

The Standardized Curriculum does not include training subjects outside of the aircraft specific training curriculum, such as Basic Indoctrination, Emergency training or other curriculum segments in the certificate holder's FAA Approved Training Program.

The standardized curriculum contains three course footprints which are used to satisfy multiple curriculums described below.

- Course 1 is a long course
- Course 2 is a short course

5.1.1 Initial New-Hire Training Curriculum (INH)

This training category is for personnel who have no previous experience with the Certificate Holder (CH) (e.g., newly hired personnel). However, it also applies to personnel employed by the CH who have not previously held a flightcrew member duty position with that CH. Initial new-hire training includes basic indoctrination training and training for a specific duty position and aircraft type. Except for a basic indoctrination curriculum segment, the regulatory requirements for initial new-hire and initial equipment training are the same. Since initial new-hire training is usually the employee's first exposure to specific certificate holder's methods, systems, and procedures, it must be the most comprehensive of the categories of training.

For this reason, initial new-hire training is a distinct, separate category of training and should not be confused with initial equipment training. As defined by 8900.1, initial equipment training is a separate category of training.

Prerequisites and SC Enrollment:

The pilots will complete all certificate holder basic Indoc training curriculum segments prior to enrollment in the standardized curriculum. The pilot must have completed the certificate holder §135.293(a)(1), and (3)-(8).

For a PIC training course and qualification, the pilot must possess:

1. Unrestricted ATP, or
2. Commercial, Instrument, Multi Engine not limited to centerline thrust, and successfully have passed the ATP Knowledge Test and meet the eligibility requirements of §61.153.

The PIC Curriculum leads to a PIC §135.293 Competency Check and PIC §135.297 Proficiency Check, and additionally is eligible for an ATP and/or PIC Type Rating in accordance with §61.157(f).

For a SIC Curriculum and qualification, the pilot must possess:

1. ATP, or
2. Commercial, Instrument and Multi Engine not limited to centerline thrust

The SIC Curriculum leads to an IFR SIC §135.293 Competency Check and is eligible for an SIC Type Rating in accordance with §61.55(e).

SC Training Footprint:
See Standardized Curriculum Aircraft/Simulator Training Matrix.

5.1.2 Initial Equipment Training Curriculum (IE)

This category of training is for personnel who have been previously trained and qualified for a flightcrew member duty position by the certificate holder (i.e., not new hires) and who are being reassigned to a different flightcrew member duty position on a different aircraft type, and the flightcrew member has not been previously trained and qualified by the certificate holder for that flightcrew member duty position and aircraft type. For example, an SIC on a Cessna 400 series is reassigned as a PIC on a G-V.

Prerequisites and SC enrollment:

The pilots will complete all certificate holder training curriculum segments prior to enrollment in standardized curriculum. The pilot must have a current §135.293(a)(1), and (3)-(8) for the certificate holder.

For a PIC training course and qualification, the pilot must possess:

1. Unrestricted ATP, or
2. Commercial, Instrument, Multi Engine not limited to centerline thrust, and successfully have passed the ATP Knowledge Test and meet the eligibility requirements of §61.153.

The PIC Curriculum leads to a PIC §135.293 and PIC §135.297 Proficiency Check, and additionally is eligible for an ATP and/or PIC Type Rating in accordance with §61.157(f).

For a SIC Curriculum and qualification, the pilot must possess:

1. ATP, or
2. Commercial, Instrument and Multi Engine not limited to centerline thrust

The SIC Curriculum leads to a IFR SIC §135.293 and is eligible for an SIC Type Rating in accordance with §61.55(e).

SC Training Footprint:
See Standardized Curriculum Aircraft/Simulator Training Matrix.

5.1.3 Transition Training Curriculum (TRA)

This category of training is for a flightcrew member who has been previously trained and qualified for a specific flightcrew member duty position by the certificate holder and who is being reassigned to the same flightcrew member duty position on a different aircraft type. For example, an SIC on a H800 is reassigned as an SIC on a G-V.

Prerequisites and SC Enrollment:

The pilots will complete all certificate holder training curriculum segments prior to enrollment in the standardized curriculum. The pilot must have a current §135.293(a)(1), and (3)-(8) for the certificate holder.

For a PIC training course and qualification, the pilot must possess:

1. Unrestricted ATP, or
2. Commercial, Instrument, Multi Engine not limited to centerline thrust, and successfully have passed the ATP Knowledge Test and meet the eligibility requirements of §61.153.

The PIC Curriculum leads to a PIC §135.293 and PIC §135.297 Proficiency Check, and additionally is eligible for an ATP and/or PIC Type Rating in accordance with §61.157(f).

For a SIC Curriculum and qualification, the pilot must possess:

1. ATP, or
2. Commercial, Instrument and Multi Engine not limited to centerline thrust

The SIC Curriculum leads to a IFR SIC §135.293 and is eligible for an SIC Type Rating in accordance with §61.55(e).

SC Training Footprint:
See Standardized Curriculum Aircraft/Simulator Training Matrix.

5.1.4 Upgrade Training Curriculum (UPGD)

This category of training is for a flightcrew member who has been previously trained and qualified as an SIC by the certificate holder and is being reassigned as a PIC to the same aircraft type for which the flightcrew member was previously trained and qualified. For example, an SIC on a G-V is reassigned as a PIC on a G-V.

Prerequisites and SC enrollment:

The pilots will complete all certificate holder training curriculum segments prior to enrollment in the standardized curriculum. The pilot must have a current §135.293(a)(1), and (3)-(8) for the certificate holder.

For a PIC training course and qualification, the pilot must possess:

1. Unrestricted ATP, or
2. Commercial, Instrument, Multi Engine not limited to centerline thrust, and successfully have passed the ATP Knowledge Test and meet the eligibility requirements of §61.153.

The PIC Curriculum leads to a PIC §135.293 and PIC §135.297 Proficiency Check, and additionally is eligible for an ATP and/or PIC Type Rating in accordance with §61.157(f).

SC Training Footprint:
See Standardized Curriculum Aircraft/Simulator Training Matrix.

5.1.5 Recurrent Training Curriculum (REC)

This category of training is for a flightcrew member who has been trained and qualified by the certificate holder, who will continue to serve in the same duty position and aircraft type, and who must receive recurring training and/or checking within an appropriate eligibility period. Pilots that are not within the eligibility period for recurrent require a requalification curriculum.

Prerequisites and SC enrollment:

The pilots will complete all certificate holder training curriculum segments prior to enrollment in SC.

The pilot must have a current §135.293(a)(1), and (3)-(8) for the certificate holder.

The PIC pilot is within §135.293 & §135.297 currency, or

The SIC pilot is within §135.293.

The PIC Curriculum leads to a PIC §135.293 and PIC §135.297 Proficiency Check.

The SIC Curriculum leads to a IFR SIC §135.293 Competency Check.

SC Training Footprint:

Course 2 - Short Footprint

5.1.6 Requalification Training Curriculum (REQ)

This category of training is for a flightcrew member who has been trained and qualified by the certificate holder or standardized curriculum but has become unqualified to serve in a particular flightcrew member duty position on an aircraft type due to not having received recurrent ground or flight training and/or a required proficiency check, flight check, line check, or competency check within the appropriate eligibility period. Requalification training is also applicable in the following situations:

- PICs who are being reassigned as SICs on the same aircraft type.

Prerequisites and SC enrollment:

The certificate holder will complete all training curriculum segments prior to enrollment in standardized curriculum. The pilot must have a current §135.293(a)(1), and (3)-(8) for the certificate holder.

The PIC Curriculum leads to a PIC §135.293 and PIC §135.297 Proficiency Check.

The SIC Curriculum leads to a IFR SIC §135.293 Competency Check.

SC Training Footprint:
See Standardized Curriculum Aircraft/Simulator Training Matrix.

5.1.7 Standardized Curriculum Aircraft/Simulator Training Matrix

STANDARDIZED CURRICULUM AIRCRAFT/SIMULATOR TRAINING MATRIX				
Pilot is:	**Aircraft Ground Training Segment**	**Aircraft Flight Training Segment**	**Aircraft Qualification Segment**	**SC Course Footprint**
SC 135 current in type and duty position.	N/A	N/A	N/A	No Flight Training Required
SC 135 current in type and duty position **AND** is upgrading from SIC to PIC duty position	All recurrent ground training elements. 16 training hours.	All recurrent flight training elements. 12 training hours plus qualification segment.	§135.293(a)(2) & §135.293(b) & §135.297* *PIC only	2

STANDARDIZED CURRICULUM AIRCRAFT/SIMULATOR TRAINING MATRIX				
Pilot is:	**Aircraft Ground Training Segment**	**Aircraft Flight Training Segment**	**Aircraft Qualification Segment**	**SC Course Footprint**
Non-SC 135 current in type and duty position; **OR** 61.58 current in type and duty position.	All recurrent ground training elements. 16 training hours.	All recurrent flight training elements. 12 training hours plus qualification segment.	§135.293(a)(2) & §135.293(b) & §135.297* *PIC only	2
Previously qualified in SC and is outside of eligibility period for recurrent; **OR** is changing duty position from PIC to SIC and is **< 35 months** past due month.	All recurrent ground training elements. 16 training hours.	All recurrent flight training elements. 12 training hours plus qualification segment.	§135.293(a)(2) & §135.293(b) & §135.297* *PIC only	2
Previously qualified in SC and is outside of eligibility period for recurrent; **OR** is changing duty position from PIC to SIC and is **> 35 months** past due month.	SAME AS INITIAL EQUIPMENT TRAINING AND QUALIFICATION			2
Other	SAME AS INITIAL EQUIPMENT TRAINING AND QUALIFICATION			1

NOTE: §135.299 Qualification is operator specific and not included in this table.

6 Course Contents

Each instructor, supervisor or check pilot will certify the proficiency and knowledge of each crewmember upon completion of required training or checking in accordance with §135.323(c). This certification may occur at any time when the instructor believes that the individual has reached the required level of proficiency during his or her scheduled training, provided that all elements and events of the approved training program have been successfully trained.

6.1 Course 1 Training Hours Summary

COURSE 1	
Day 1	**Planned Hours**
Aircraft General	1.0
Aircraft Manuals	1.0
Auxiliary Power Unit	1.0
Electrical	3.0
Powerplant	2.0
Day 2	**Planned Hours**
Oil System	0.5
Fuel System	1.5
Hydraulic System	1.0
Landing Gear and Brakes	1.5
Thrust Reverse	1.0
Pneumatic and Environmental Systems	2.5
Day 3	**Planned Hours**
Avionics	8.0
Day 4	**Planned Hours**
Ice Protection	1.7
Oxygen	1.0
Pitot-static System	0.8
Flight Controls	3.0
Fire and Smoke Detection Protection and Suppression	1.5
Day 5	**Planned Hours**
Lighting	0.8
Flight Profiles and Maneuvers	2.0
CRM	4.0
Windshear	1.0
Day 6	**Planned Hours**
Weight and Balance	1.0
Flight Planning and Performance	3.0
MEL and CDL	0.5
Preflight	2.5
Ground School Completion Exam	1.0

6.2 Course 2 Training Hours Summary

Course 2	
Day 1	**Planned Hours**
Aircraft Manuals	0.25
MEL and CDL	0.25
CRM	1.00
Aircraft General	0.75
Weight and Balance	1.00
Flight Planning and Performance	1.00
Flight Profiles and Maneuvers	0.50
Avionics and Communications	1.50
Windshear	0.25
Lighting	0.25
Auxiliary Power Unit	0.25
Electrical System	1.00
Day 2	**Planned Hours**
Avionics and Communications	0.50
Powerplant	1.00
Oil System	0.25
Thrust Reverse	0.50
Fuel System	0.50
Hydraulic System	0.50
Landing Gear and Brakes	0.50
Fire and Smoke Detection, Protection and Suppression	0.50
Flight Controls	0.75
Pneumatic and Environmental Systems	1.50
Pitot-static System	0.25
Ice Protection	0.50
Oxygen	0.25
Ground School Completion Exam	0.50

6.3 Operational Procedures

Procedures to be used for curriculum development and implementation by training centers will be those outlined in the recommended CE-560XL Standardized Maneuvers and Call Outs.

6.4 Pilot Flying (PF) and Pilot Monitoring (PM) Duties

Crewmembers should be able to perform either PF or PM duties, unless otherwise limited by the operator's policies or aircraft characteristics (e.g., single HUD).

6.5 Training Environment

Ground curriculum instruction may take place in any combination of four operational environments, as approved by the relevant CMO. In accordance with guidance in the 0rder 8900.1, a ground school instructor will always be available while distance learning is taking place. Creation of courseware to support the curriculum operating environment is the responsibility of the training provider.

1. Asynchronous distance learning with validation exam upon arrival at the center
2. Synchronous distance learning with validation exam upon arrival at the center
3. On-site computer-based training with ground school completion exam
4. On-site instructor led training with ground school completion exam

Air carriers operating under part 135 and adopting the standardized curriculum may conduct the ground curriculum segment in any operational environment for which the training provider is approved. Flight training curriculum segments will be conducted using regionally relevant airports appropriate to the flight training equipment in use. Training will take place during marginal VMC and IMC conditions, icing and non-icing conditions. Training will include operations in temperatures/elevations sufficient to reduce aircraft performance. Approach training relevant to all installed equipment will be conducted and simulator plans of action will be drafted by each training provider as appropriate to the FTE in use.

6.6 Operational/Simulated Systems Requirements

The training program must contain a flight check in the aircraft or a check in the simulator or training device to the level of proficiency of a pilot in command or second in command, as applicable, in at least the maneuvers and procedures that are capable of being performed in an aircraft simulator or training device.

Flight training and part-task training conducted under the curriculums in this chapter will be accomplished in one of the following FAA-approved devices:

- CE-560XL Flight Simulation Training Device (FSTD)
- Other training device, mockup, system trainer, procedures trainer, simulator or training aid

NOTE: A current copy of the Statement of Qualification for each FAA-approved FSTD should be available from the 142 Training Center.

7 Types of Instrument Procedures, Conditions, and Minima to Be Addressed

Maneuvers and procedures trained should be tailored to the types of instrument procedures used by the operator, the environment in which they are flown, the airborne and ground equipment required for each type of operation, and any special considerations that may apply. Operating policies, procedures, and documentation applicable to the operator should be used. Training and evaluation should ensure that procedures can be safely flown considering the following factors:

1. Types of instrument procedures used (standard and special, lowest straight-in, or circling minima, if applicable);
2. The operator's manuals, charts, and checklists;
3. Aircraft type(s) model and/or series flown;
4. Flight guidance and/or visual system(s) and their corresponding category(s) of minima for each authorized system;
5. NAVAID(s) and visual aids used (LVO/SMGCS lighting if applicable);
6. Flightcrew procedures used (e.g., PF/PM duties or call-outs);
7. Airport and runway characteristics typically experienced;
8. Nearby critical terrain or obstruction environment;
9. Relevant normal, non-normal, and environmental conditions. Training and evaluation need only be conducted using relevant and representative procedures and conditions as allowed by the flight training equipment used (e.g., a representative mix of day, night, dusk, variable/patchy conditions, representative temperatures, landing runway altitudes, precipitation conditions, turbulence, and icing conditions); and
10. When multiple types of equipment, flight guidance, and/or systems are used (e.g., FD, SVGS, HUD, autoland, RA), training programs should address each combination of equipment and category of minima. For example, if the operator is authorized to conduct SA CAT I approaches using HUD and CAT II approaches using autoland, training should address each authorized combination separately.

7.1 Guidance for RNAV and ILS Instrument Approaches

NOTE: No special crew qualifications, other than those necessary for Area Navigation (RNAV) and Instrument Landing System (ILS) Instrument approaches, are currently specified for WAAS operations. If RNAV approaches are already integrated into a current training program, operators are not required to have a separate program to incorporate localizer performance with vertical guidance (LPV) and LP specific training elements from AC 90-107.

In the absence of a training program, operators should use this guidance to develop their training curriculum and document the training as outlined in subparagraph 9b.

7.2 WAAS Training Documentation

Parts 135 operators' applications for operational approval to use WAAS without restrictions or limitations on Instrument Approach Procedures (IAPs) should include documentation of the Wide Area Augmentation System (WAAS)-related training provided to flight crews, dispatchers and maintenance personnel, as appropriate.

7.3 Continuous Descent Final Approach (CDFA) Pilot Knowledge and Training

Pilots should be familiar with the information in AC 120-108 prior to conducting the operations discussed herein. For parts 135 operators, the approved operating procedures and training program should address the elements listed in AC 120-108. A review of applicable portions of the Pilot Knowledge Requirements and Training section in AC 90-100 is also recommended.

7.4 CAT I Qualification

Training, testing, checking, and evaluation for CAT I are basic to qualification for instrument flight rules (IFR) operations and should be accomplished in conjunction with basic aircraft type, model and/or series qualification. Training, testing, and evaluation should ensure each pilot has the necessary knowledge and skill appropriate to the type of qualification being completed. If CAT I Landing Minima with Reduced Lighting (Runway Visual Range (RVR) 1800) authorization is sought, flight crews must demonstrate proficiency in approaches to authorized minima using the FD, AP, or HUD as applicable.

8 Required Navigation Performance (RNP) Training

Parts 135 operators should have a training program addressing the operational practices, procedures and training items related to Required Navigation Performance (RNP) operations (e.g., initial, upgrade, or recurrent training for flight crew, operational control personnel, and maintenance personnel).

> **NOTE:** A separate training program is not required if RNP training is integrated in the current training program. However, the applicant must identify the elements required training elements from AC 90-105 within the existing training program.

9 Data Link Communications

Part 135 operators should have a training program addressing the operational practices, procedures, and training items related to data link communication operations (e.g., initial, upgrade, or recurrent training for pilots, operational control personnel, and maintenance personnel). If criteria for training or checking are other than as specified in AC 90-117, the criteria may be found in Flight Standardization Board (FSB) reports applicable to a particular aircraft type.

> **NOTE:** A separate training program is not required if data link communication training is integrated in the current training program. However, the applicant must identify the training elements from AC 90-117 within the existing training program.

Parts 135 operators should ensure their process contains training for pilots on equipment requirements, normal and non-normal operations and procedures, and limits of their data link communication capability. Pilots must receive data communications training specific to the avionics suite they will be operating. A common type rating does not guarantee the pilot has received training on the data communications equipment installed on a particular aircraft.

Operators should include the following objectives to ensure appropriate pilot data link communications qualification: (1) Provide necessary pilot knowledge of data link performance-based communication and surveillance concepts, systems, procedures, and skills to properly respond to data link communication clearances and advisories; and (2) Identify human factor issues specific to pilot operation and interaction with the communication software, hardware, and operating environment (e.g., head-down time, situational awareness, or loss of pilot response time in the Required Communication Performance (RCP) specification).

10 Testing and Checking

The training program must contain a flight check in the aircraft or a check in the simulator or training device to the level of proficiency of a pilot in command or second in command, as applicable, in at least the maneuvers and procedures that are capable of being performed in an aircraft simulator or training device.

Testing and checking conducted under the training curriculums in this chapter will be accomplished in an FAA-approved FSTD.

10.1 Added Type Rating Practical Test §61.157

The objective of the added type rating practical test is to ensure the pilot is eligible to receive a CE-560XL type rating on his or her ATP Certificate.

The pilot must successfully complete the added type rating practical test qualification segment and receive a CE-560XL type rating.

The added type rating practical test may be administered by an FAA Inspector or a contract training provider Training Center Evaluator.

10.2 Pilot Testing §135.293

The objective of the pilot testing qualification segment is to test the pilot's knowledge of general operating subjects and aircraft-specific systems, procedures and limitations, as well as ensure the pilot possesses the skills necessary to perform the maneuvers and procedures for the operations authorized and appropriate to the category, class and type of aircraft involved.

10.2.1 Aircraft Knowledge Test Modules §135.293(a)(2) & (3)

The scope of the oral/written portion of the aircraft knowledge test is defined by regulation. The items that will be evaluated during the oral portion of the practical test/proficiency check are specified in the 14 CFR parts and the Airline Transport Pilot (ATP) and Aircraft Type Rating Practical Test Standards for Airplane (ATP PTS). The aircraft knowledge testing modules may be administered by a Standardized Curriculum Check Pilot or FAA Inspector.

Once every 12 calendar months, each pilot qualified in an aircraft type is required to pass a written or oral test on that pilot's knowledge in aircraft-specific areas.

10.2.2 Aircraft Competency Check Modules §135.293(b)

Every twelve months, a pilot qualified in an aircraft type is required to complete an aircraft competency check in that type of aircraft. The aircraft competency check may include any of the maneuvers and procedures currently required for the original issuance of the particular pilot certificate required for the operations authorized and appropriate to the category, class and type of aircraft involved. The aircraft competency check qualification modules may be administered by a Contract Provider Check Airman or FAA Inspector.

NOTE: The instrument proficiency check required by §135.297 may be substituted for the aircraft competency check for the type of aircraft used in the check in accordance with §135.293(c).

10.3 Instrument Proficiency Check §135.297

The objective of the instrument proficiency check qualification segment is to ensure the pilot possesses the knowledge and skills necessary to perform the duties and responsibilities of a PIC under IFR.

The pilot must have completed an instrument proficiency check within the preceding six months to continue IFR revenue operations. If the pilot is assigned to more than one type of aircraft, that pilot must take the instrument proficiency check in each type of aircraft to which that pilot is assigned, in rotation, but not more than one flight check is required during each six-month period.

The instrument proficiency check qualification modules may be administered by a Standardized Curriculum Check Pilot or FAA Inspector.

10.4 Seat Dependent Checking

To ensure pilots are qualified for the flightcrew assignment and duty position each pilot will be assigned in the aircraft, pilots should demonstrate proficiency during qualification checking modules as follows:

1. A PIC who is only assigned PF from the left seat will undergo qualification checks from the left seat.
2. A SIC who is only assigned to the right seat will undergo qualification checks from the right seat.

3. A PIC who is assigned to left and right seat duty positions will demonstrate all PF duties from the left seat during qualification and train rejected takeoff, V1 cut, single engine approach to miss, and single engine landing from the right seat.
4. A SIC who is assigned to the left and right seat will demonstrate PF duties during qualification events from the left seat and demonstrate proficiency in all maneuvers required of a PIC.

NOTE: A SIC qualified to operate in both seats may document training in both (e.g. Nosewheel Steering Tiller – left seat) but is only required to demonstrate proficiency in the left seat.

10.5 PIC Qualification Checking Modules

The qualification segments in this curriculum include the testing and checking modules used to determine successful completion of the applicable curriculum. The pilot must complete the training set forth in the curriculum within the required eligibility period in order to be eligible for a qualification segment.

TASKS	§135.297(c)/135.293(a)(2), (b) PIC QUALIFICATION
Checking Module: Preflight Inspection	Per ATP and Type Rating ACS
Checking Module: Start Procedures	Per ATP and Type Rating ACS
Checking Module: Taxiing/Runway Operations	Per ATP and Type Rating ACS
Checking Module: Pretakeoff Checks	Per ATP and Type Rating ACS
Checking Module: Normal Takeoff	Per ATP and Type Rating ACS
Checking Module: Crosswind Takeoff	Per ATP and Type Rating ACS
Checking Module: Instrument Takeoff	Per ATP and Type Rating ACS
Checking Module: Takeoff with Powerplant Failure	Per ATP and Type Rating ACS
Checking Module: Rejected Takeoff	Per ATP and Type Rating ACS
Checking Module: Area Departure	Per ATP and Type Rating ACS
Checking Module: Steep Turns	Per ATP and Type Rating ACS
Checking Module: Stall Prevention (Approaches to Stalls)	Per ATP and Type Rating ACS
Checking Module: Powerplant Failure	Per ATP and Type Rating ACS
Checking Module: Area Arrival	Per ATP and Type Rating ACS
Checking Module: Holding	Per ATP and Type Rating ACS
Checking Module: Normal ILS Approach	Per ATP and Type Rating ACS
Checking Module: Engine-out ILS	Per ATP and Type Rating ACS
Checking Module: Coupled Approach	Per ATP and Type Rating ACS
Checking Module: Nonprecision Approach	Per ATP and Type Rating ACS
Checking Module: Second Nonprecision Approach	Per ATP and Type Rating ACS
Checking Module: Missed Approach from an ILS	Per ATP and Type Rating ACS

TASKS	§135.297(c)/135.293(a)(2), (b) PIC QUALIFICATION
Checking Module: Second Missed Approach	Per ATP and Type Rating ACS
Checking Module: Circling Approach	Per ATP and Type Rating ACS
Checking Module: Normal Landing	Per ATP and Type Rating ACS
Checking Module: Crosswind Landing	Per ATP and Type Rating ACS
Checking Module: Landing from an ILS	Per ATP and Type Rating ACS
Checking Module: Landing with an Engine Out	Per ATP and Type Rating ACS
Checking Module: Circling Approach to Landing	Per ATP and Type Rating ACS
Checking Module: Rejected Landing	Per ATP and Type Rating ACS
Checking Module: No-flap Approach to Landing	Per ATP and Type Rating ACS
Checking Module: System Malfunction	Per ATP and Type Rating ACS
Checking Module: Maneuver by Partial Panel	Per ATP and Type Rating ACS
Checking Module: Unusual Attitude Recovery	Per ATP and Type Rating ACS

10.6 SIC Qualification Checking Modules

The qualification segments in this curriculum include the testing and checking modules used to determine successful completion of the applicable curriculum. The pilot must complete the training set forth in the curriculum within the required eligibility period in order to be eligible for a qualification segment.

Tasks	SIC Qualification 135.293(a)(2) and (b)	SIC Qualifications Checking Modules added by TSWG Recommendation:
Checking Module: Preflight Inspection	Per ATP and Type Rating ACS	
Checking Module: Start Procedures	Per ATP and Type Rating ACS	
Checking Module: Taxiing/Runway Operations	Per ATP and Type Rating ACS	
Checking Module: Pretakeoff Checks	Per ATP and Type Rating ACS	
Checking Module: Normal Takeoff	Per ATP and Type Rating ACS	

Checking Module: Crosswind Takeoff	Per ATP and Type Rating ACS	
Checking Module: Instrument Takeoff	Per ATP and Type Rating ACS	X
Checking Module: Takeoff with Powerplant Failure	Per ATP and Type Rating ACS	
Checking Module: Rejected Takeoff	Per ATP and Type Rating ACS	X
Checking Module: Area Departure	Per ATP and Type Rating ACS	X
Checking Module: Steep Turns	N/A	
Checking Module: Stall Prevention (Approaches to Stalls)	Per ATP and Type Rating ACS	X
Checking Module: Powerplant Failure	Per ATP and Type Rating ACS	X
Checking Module: Area Arrival	Per ATP and Type Rating ACS	X
Checking Module: Holding	Per ATP and Type Rating ACS	X
Checking Module: Normal ILS Approach	Per ATP and Type Rating ACS	
Checking Module: Engine-out ILS	Per ATP and Type Rating ACS	X
Checking Module: Coupled Approach	Per ATP and Type Rating ACS	X
Checking Module: Nonprecision Approach	Per ATP and Type Rating ACS	
Checking Module: Second Nonprecision Approach	NA	

Checking Module: Missed Approach from an ILS	Per ATP and Type Rating ACS	X
Checking Module: Second Missed Approach	N/A	
Checking Module: Circling Approach	Per ATP and Type Rating ACS	X
Checking Module: Normal Landing	Per ATP and Type Rating ACS	
Checking Module: Crosswind Landing	Per ATP and Type Rating ACS	
Checking Module: Landing from an ILS	Per ATP and Type Rating ACS	X
Checking Module: Landing with an Engine Out	Per ATP and Type Rating ACS	
Checking Module: Circling Approach to Landing	Per ATP and Type Rating ACS	X
Checking Module: Rejected Landing	Per ATP and Type Rating ACS	X
Checking Module: No-flap Approach to Landing	N/A	
Checking Module: System Malfunction	Per ATP and Type Rating ACS	
Checking Module: Maneuver by Partial Panel	Per ATP and Type Rating ACS	
Checking Module: Unusual Attitude Recovery	Per ATP and Type Rating ACS	

11 Training Segments

The objective of this curriculum is to provide adequate training to enable a pilot to understand the specific airplane systems and performance parameters.

11.1 Ground Training Segment

The primary objective of aircraft ground training is to provide pilots with the necessary knowledge for understanding the basic functions of aircraft systems, the use of the individual system components and the integration of aircraft systems and operational procedures.

Instruction on each aircraft system must be given in sufficient detail to ensure the pilot clearly understands system components, limitations, relevant controls, actuators, annunciators, and procedures for various system configurations. The pilot will also become familiar with the normal, abnormal and emergency operations of each aircraft system.

11.2 Systems Integration

Systems integration training provides the pilot with training on how aircraft systems interrelate with respect to normal, abnormal, and emergency procedures. System integration training includes flightcrew interaction in the use of checklists, CRM, and other operational procedures.

Effective systems integration training serves as a logical bridge between conventional ground training instructional delivery methods and flight training. This training allows students to become familiar with the flight deck layout, checklists, operator procedures, and other areas that are best learned before they conduct actual flight maneuvers and procedures.

Pilots will perform the tasks listed in the SIT modules under the observation of an instructor or check pilot. Each pilot must demonstrate the associated learning objectives to the listed task expectation rating.

TASK EXPECTATION RATING	DESCRIPTION
Low	Trainee may require a significant level of instructor intervention (e.g., demonstrations, explanations, repetitions). Applicable to the first introduction of a task, maneuver or procedure, or where a task is a "train only" item.
Medium	The trainee may require a moderate level of instructor intervention or input. Some limited assistance is required. (e.g. coaching, instructing, prompting) to correct errors or improve task performance.
High	Minor instructional inputs, coaching or prompting is sometimes required to enhance task performance. Applicable where the trainee should be able to demonstrate the expected level of task maneuver or procedure proficiency with minimal or no instructor input.
Per ATP and Type Rating ACS	The ATP and Type Rating ACS will be used for evaluation purposes for checking and testing during any qualification segment.

Note: Applied CRM is monitored/practiced in each System Integration Lesson/Flight Simulator/Aircraft Module. Areas of applied CRM include checklist utilization, briefings, decision making, stress management, communications, use of automation, and situational awareness.

11.3 Flight Training Segment

The primary objective of flight training is to provide an opportunity for pilots to acquire the skills and knowledge necessary to perform to the ATP and Type Rating ACS. This provides for demonstration, instruction and practice of maneuvers and procedures (training events) pertinent to the pilot duty position in the CE-560XL.

The training flight will emphasize cold and hot weather operations in accordance with the AFM and AOM.

General briefing notes should include: Standards, expectations, SOPs, Crew interactions, overview of events, location of start point, applicable systems, weather, and common errors.

Pilots will perform the tasks listed in in the flight training modules under the observation of an instructor or check pilot. Each pilot must demonstrate the associated learning objectives to the listed task expectation rating.

TASK EXPECTATION RATING	DESCRIPTION
Low	Trainee may require a significant level of instructor intervention (e.g. demonstrations, explanations, repetitions). Applicable to the first introduction of a task, maneuver or procedure, or where a task is a "train only" item.
Medium	The trainee may require a moderate level of instructor intervention or input. Some limited assistance is required. (e.g., coaching, instructing, prompting) to correct errors or improve task performance.
High	Minor instructional inputs, coaching or prompting is sometimes required to enhance task performance. Applicable where the trainee should be able to demonstrate the expected level of task maneuver or procedure proficiency with minimal or no instructor input.
Per ATP and Type Rating ACS	The ATP and Type Rating ACS will be used for evaluation purposes for checking and testing during any qualification segment.

General debriefing notes should include: Facilitated, ask the crew how they did, preview of the next day, how it was graded.

NOTE: For those curriculums that lead to the issuance of a type rating or an ATP, at least one en route segment must be flown prior to the proficiency check. This segment must include a takeoff and departure from one airport with an arrival and a landing at a second airport. This segment must be flown in real time without repositioning. Normal and abnormal procedures may be accomplished during the en route segment. This module may be used to accomplish the en route segment.

NOTE: Applied CRM is monitored/practiced in each System Integration Lesson/Flight Simulator/Aircraft Module. Areas of applied CRM include checklist utilization, briefings, decision making, stress management, communications, use of automation, and situational awareness.

11.4 Seat Dependent Training

There are no seat-dependent tasks.

NOTE: A SIC qualified to operate in both seats will document training in both (e.g., Nosewheel Steering Tiller – left seat) but is only required to demonstrate proficiency in the left seat.

NOTE: A PIC who is assigned to left and right seat duty positions will demonstrate all PF duties from the left seat during qualification and train rejected takeoff, V1 cut, single engine approach to miss, and single engine landing from the right seat.

11.5 Training Course Outlines

The curricula outlines include the planned training hours that will be applied to each curriculum segment. Planned hours for flight training modules do not include preflight/post-flight briefings.

CE-560XL COURSE 1			
Day 1	**Planned Hours**	**Ground**	**Systems Integration**
Aircraft General	1.0	8.0	
Aircraft Manuals	1.0		
Auxiliary Power Unit	1.0		
Electrical	3.0		
Powerplant	2.0		
Day 2	**Planned Hours**	**Ground**	**Systems Integration**
Oil System	0.5	8.0	
Fuel System	1.5		
Hydraulic System	1.0		
Landing Gear and Brakes	1.5		
Thrust Reverse	1.0		
Pneumatic and Environmental Systems	2.5		
Day 3	**Planned Hours**	**Ground**	**Systems Integration**
Avionics	8.0	8.0	

CE-560XL COURSE 1			
Day 4	**Planned Hours**	**Ground**	**Systems Integration**
Ice Protection	1.7	8.0	
Oxygen	1.0		
Pitot-static System	0.8		
Flight Controls	3.0		
Fire and Smoke Detection Protection and Suppression	1.5		
Day 5	**Planned Hours**	**Ground**	**Systems Integration**
Lighting	0.8	7.8	
Flight Profiles and Maneuvers	2.0		
CRM	4.0		
Windshear	1.0		
Day 6	**Planned Hours**	**Ground**	**Systems Integration**
Weight and Balance	1.0	8.0	
Flight Planning and Performance	3.0		
MEL and CDL	0.5		
Preflight	2.5		
Ground School Completion Exam	1.0		
SYSTEMS INTEGRATION TRAINING (SIT)			
Day 7 SIT 1	**Planned Hours**	**Ground**	**Systems Integration**
Interior preflight and prestart procedures			4.0
Powerplant Start			
Use of FMS			
Before Takeoff Checks			

CE-560XL COURSE 1			
SYSTEMS INTEGRATION TRAINING (SIT)			
Day 8 SIT 2	**Planned Hours**	**Ground**	**Systems Integration**
Interior preflight and prestart procedures			4.0
Powerplant Start			
Use of FMS			
Before Takeoff Checks			
Normal Takeoff and Climb with Crosswind			
Departure Procedures			
Holding			
Normal Approach and Landing with Crosswind			
Instrument Takeoff			
Arrival Procedures			
Precision Approach			
Missed Approach			
Non-precision Approach			
Go-Around/Rejected Landing			
Landing From a Precision Approach			
After Landing, Parking and Securing			

CE-560XL COURSE 1			
SYSTEMS INTEGRATION TRAINING (SIT)			
Day 9 SIT 3	**Planned Hours**	**Ground**	**Systems Integration**
Interior preflight and prestart procedures			4.0
Powerplant Start			
Use of FMS			
Before Takeoff Checks			
Rejected Takeoff			
Powerplant Failure During Takeoff at V1			
Powerplant Failure During Second Segment			
Missed Approach - OEI			
Normal Takeoff and Climb with Crosswind			
Departure Procedures			
Holding			
Arrival Procedures			
Precision Approach			
Missed Approach			
Non-precision Approach			
Go-Around/Rejected Landing			
Landing From a Precision Approach			
Instrument Takeoff			
Normal Approach and Landing with Crosswind			
After landing, parking and securing			

Simulator Session 1	Brief	Crew	Single
Interior preflight and prestart procedures	2.0	4.0	4.0 (2.0 PF and 2.0 PM)
Powerplant start			
Taxi			
Before takeoff checks			
Normal Takeoff and Climb with Crosswind			
Departure procedures			
Steep turns			
Stick Pusher Demonstration			
Clean configuration stall prevention			
Partial flap configuration stall prevention			
Landing configuration stall prevention			
Recovery from unusual flight attitudes			
Arrival procedures			
Normal Approach and Landing with Crosswind			
Go around/rejected landing			
Precision approach			
Missed approach			
Landing from a precision approach			
After landing, parking and securing			

Simulator Session 2	**Brief**	**Crew**	**Single**
Powerplant start	2.0	4.0	2.0
Taxi			
Before takeoff checks			
Lower than Standard Minimum Takeoff			
Departure procedures			
EGPWS escape manuever			
TCAS resolution advisory (RA)			
TCAS resolution advisory (TA)			
Inflight powerplant failure and restart			
Holding			
Non precision approach			
Missed approach			
Conduct Visual Approach (VFR Procedures)			
Normal Takeoff and Climb with Crosswind			
Powerplant Failure During Second Segment			
OEI Climb to En Route Altitude			
Normal Approach and Landing with Crosswind			

Simulator Session 3	Brief	Crew	Single
Taxi	2.0	4.0	2.0
Before takeoff checks			
Instrument takeoff			
Powerplant Failure During Takeoff at V1			
Departure procedures			
Arrival procedures			
Precision Approach with Powerplant Failure (manual control)			
Missed approach OEI			
Approach and landing with a powerplant failure			
Rejected takeoff			
Normal Takeoff and Climb with Crosswind			
Inflight Powerplant Failure and Restart			
Holding			
Airframe icing			
Flight by reference to standby flight instruments, backup instrumentation, or partial panel			
Non precision approach			
Conduct Visual Approach (VFR Procedures)			
Normal Approach and Landing with Crosswind			
Inflight fire and smoke			
Precision Approach			
Landing From a Precision Approach			
Emergency evacuation			

Simulator Session 4	Brief	Crew	Single
Taxi	2.0	4.0	2.0
Before Takeoff Checks			
Normal Takeoff and Climb with Crosswind			
Windshear escape maneuver during take off			
Departure Procedures			
EGPWS escape manuever			
Steep Turns			
Recovery From Unusual Flight Attitudes			
TCAS Traffic Advisory (TA)			
TCAS Resolution Advisory (RA)			
Decompression			
Emergency Descent			
Nonprecision Approach			
Circling Approach			
Missed Approach			
Landing From a Circling Approach			
Powerplant Failure During Second Segment			
OEI Climb to En Route Altitude			
Conduct Visual Approach (VFR Procedures)			
Windshear escape maneuver during landing			
Go-Around/Rejected Landing			
Normal Approach and Landing with Crosswind			
Landing from a No Flap or Nonstandard Flap Approach			
After landing, parking and securing			

Simulator Session 5	Brief	Crew	Single
Interior preflight and prestart procedures	2.0	4.0	2.0
Powerplant Start			
Taxi			
Before Takeoff Checks			
Rejected Takeoff			
Normal Takeoff and Climb with Crosswind			
Inflight Powerplant Failure and Restart			
Precision Approach			
Landing From a Precision Approach			
Instrument Takeoff			
Powerplant Failure During Takeoff at V1			
Departure Procedures			
Precision Approach with Powerplant Failure (manual control)			
Missed Approach - OEI			
Approach and Landing with a Powerplant Failure			
Stall Prevention and Recovery			
Circling Approach			
Landing From a Circling Approach			
Visual Approach (VFR Procedures)			
Approach and landing with pitch mistrim			
Inflight fire and smoke			
Normal Approach and Landing with Crosswind			
Emergency evacuation			

Simulator Session 6 (LOFT)	Brief	Crew	Single
LOS scenario(s) shall be constructed in accordance with AC 120-35D (Flightcrew Member Line-Operational Simulations: Line-Oriented Flight Training, Special Purpose Operational Training, Line Operational Evaluation).	2.0	4.0	4.0

CE-560XL Course 2			
Day 1	**Planned Hours**	**Ground**	**Systems Integration**
Aircraft Manuals	0.25	8.0	0.0
MEL and CDL	0.25		
CRM	1.00		
Aircraft General	0.75		
Weight and Balance	1.00		
Flight Planning and Performance	1.00		
Flight Profiles and Maneuvers	0.50		
Avionics and Communications	1.50		
Windshear	0.25		
Lighting	0.25		
Auxiliary Power Unit	0.25		
Electrical System	1.00		
Day 2	**Planned Hours**	**Ground**	**Systems Integration**
Avionics and Communications	0.50	8.0	0.0
Powerplant	1.00		
Oil System	0.25		
Thrust Reverse	0.50		
Fuel System	0.50		
Hydraulic System	0.50		
Landing Gear and Brakes	0.50		
Fire and Smoke Detection, Protection and Suppression	0.50		
Flight Controls	0.75		
Pneumatic and Environmental Systems	1.50		
Pitot-static System	0.25		
Ice Protection	0.50		
Oxygen	0.25		
Ground School Completion Exam	0.50		

11.5.1 Differences Training Curricula

Differences from 560XL to 560XLS+			
Ground	**Systems Integration (Requires minimum Level 5 FTD)**	**Sim**	**Checking**

Initial	Recurrent	Initial	Recurrent	Initial	Recurrent	
4.0	2.0	4.0	1.0	N/A	N/A	Level C

Differences from 560XL (Excel and XLS) to 560XL (Excel and XLS) with G5000						
Ground		**Systems Integration (Requires minimum Level 4 FTD)**		**Sim**		**Checking**
Initial	Recurrent	Initial	Recurrent	Initial	Recurrent	
4.0	2.0	4.0	2.0	N/A	N/A	Level C

Differences from 560XLS to 560XLS+						
Ground		**Systems Integration (Requires minimum Level 5 FTD)**		**Sim**		**Checking**
Initial	Recurrent	Initial	Recurrent	Initial	Recurrent	
4.0	2.0	4.0	1.0	N/A	N/A	Level C

Differences from 560XLS+ to 560XL						
Ground		**Systems Integration (Requires minimum Level 5 FTD)**		**Sim**		**Checking**
Initial	Recurrent	Initial	Recurrent	Initial	Recurrent	
4.0	2.0	4.0	1.0	N/A	N/A	Level C

Differences from 560XLS+ to 560XLS						
Ground		**Systems Integration (Requires minimum Level 5 FTD)**		**Sim**		**Checking**
Initial	Recurrent	Initial	Recurrent	Initial	Recurrent	
4.0	2.0	4.0	1.0	N/A	N/A	Level C

Appendix B – CE-560XL Standardized Operating Procedures, Maneuvers, and Callouts

CE-560XL Standardized Curriculum

1 Introduction

Standard Operating Procedures (SOPs) are essential to the safety of flight because they provide a common methodology of flying the aircraft. Compliance with SOPs means following the appropriate procedure at the appropriate time. In other words, doing it the right way, every time. SOPs are an important barrier to potential crewmember errors caused by fatigue, distraction, stress, or inattention. Therefore, SOPs create a more reliable crew as these errors are more likely to be captured if nonstandard procedures are introduced into a given flight scenario. In addition, strict adherence to SOPs allows a crew to more effectively manage the flight when unforeseen issues arise such as mechanical irregularities or unexpected weather.

The crew concept is an important element of SOPs. The spirit of Crew Resource Management (CRM) is utilizing all available resources (including cabin staff) to maintain flight safety, by recognizing threats, and preventing threats from becoming errors.

There are external and internal resources available. For example, Air Traffic Control (ATC) is an external resource. ATC can provide important information about weather, traffic, and airport flow management. In addition, a Flight Service Station (FSS) can help with clearances and provide other essential information when contact with ATC is not possible (such as during ground operations).

The crew is the primary internal source of CRM. Communication is the essential element of CRM on the flight deck. Therefore, a crewmember must be able to demonstrate effective oral, non-verbal, and written communications in normal and non-normal situations. Briefings are an example of a strategy used in CRM because they create a shared mental model of how a flight will be managed. In addition to departure and arrival briefings, there are items that can be briefed as needed, in real time during the flight. For example, if a crossing restriction is issued, the pilot flying (PF) should brief the pilot monitoring (PM) how they intend to meet the restriction. Briefings give the PM an opportunity to remind the PF of the plan in case of distractions.

Even though the pilot in command (PIC) is responsible for the conduct of the flight, the second in command (SIC) must offer input to address any questions or concerns regarding the condition and safety of that flight. It’s important to remember that each crewmember can communicate identifiable conditions which may interfere with the safe outcome of a flight. Just as the PIC should seek information from an external resource such as ATC, input from the SIC should also be sought. Again, communication and agreement between PIC and SIC are imperative.

Implementation of any procedure as an SOP is most effective when:

- The procedure is appropriate to the situation
- The procedure is practical to use
- Crewmembers understand the reasons for the procedure
- Crewmember duties are clearly delineated

- Effective training is conducted
- Adherence to the standard is emphasized by flight crews, and reinforced by instructors, check pilots, and managers alike
- Crewmembers are aware of the potential risks/hazards if SOPs are not followed

2 Checklists

Checklists are tools that support a flight crew's effectiveness in ensuring that all required actions are performed without omission and in an orderly manner. Effective checklists are pertinent and concise. Use them the way they are written—verbatim, smartly, and professionally. Checklists for abnormal/emergency procedures are typically presented in a Quick Reference Handbook (QRH).

Several naming conventions for checklists exist. Regardless of the convention, the execution of checklists falls into two general categories:

- Those that allow for items to be accomplished using a flow, and then verified using the appropriate checklist; and
- Those where each item is actioned in response to a challenge.

If using Flow Patterns, accomplish the cockpit setup for each phase of flight with the desired flow pattern then refer to the checklist to verify the setup. Use normal checklists as "done lists" rather than "do lists." Flow patterns are disciplined procedures; they require pilots who understand the aircraft systems/controls and who methodically accomplish the flow pattern. For those flight departments who do not use flow patterns, the normal "Challenge -Do-Verify" method may be used.

The **Do-Verify (DV), also known as Challenge and Response**, method consists of the checklist being accomplished in a variable sequence without a preliminary challenge, typically following a flow pattern. These checklists usually relate to the normal operation of the aircraft. Specific critical items are checked /cross-checked, whereby the PM reads the items to be checked and the PF confirms (visually) the proper status/configuration of the appropriate items. The DV method allows the flight crew to use flow patterns from memory to accomplish a series of actions quickly and efficiently. Each individual crewmember can work independently, which helps balance the workload between crewmembers.

The **Challenge-Do-Verify (CDV), also known as Read-Do**, method consists of a crewmember making a challenge before an action is initiated, taking the action, and then verifying that the action item has been accomplished. This method is most effective when one crewmember issues the challenge and the second crewmember takes the action and responds to the first crewmember, verifying that the action was taken. This requires that the checklist be accomplished methodically, one item at a time, in an unvarying sequence. These types of checklists usually relate to non-normal (abnormal and emergency) procedures for which a cockpit flow pattern performed from memory is not suitable.

Mechanical or **electronic checklists** differ in format from paper, hand-held checklists, but not in the design method or use. The actions these checklists contain and their sequencing are consistent with the paper version (when required) available to the flight crew. Some electronic checklists will have an ability to automatically detect the completion of an action based on switch position, system state, or both. In electronic checklists, the verification required may be a matter of observing that the items are complete via the display method used (for example, a completed item turns green).

2.1 Normal Procedures

The normal procedures checklist should be thought of as routine in day-to-day flying. It should be accomplished using the following procedures. The application of a normal procedure checklist should be initiated (called for or requested) by the pilot flying (PF) and then read by the pilot monitoring (PM).

2.1.1 Checklist Initiation

It is the PF's responsibility to call for the checklist at the appropriate time to ensure the aircraft is in correct configuration for that portion of flight. The PM will be responsible for verifying checklists items as appropriate.

If a Flow Pattern is used, the PM will generally accomplish the flow pattern and then verify that the items have been completed using the checklist. The PM then acknowledges completion of the checklist to the PF, stating "checklist complete."

If a challenge-response method is used to execute a checklist, after the PF initiates the checklist, the PM challenges by reading the checklist item aloud. The PF is responsible for verifying that the items designated as PF or seat position (i.e., L or R) are accomplished and for responding orally to the challenge.

Items designated on the checklist as PM or by seat position are the PM's responsibility. The PM accomplishes the item, then responds orally to their own challenge. In all cases, the response by either pilot is confirmed by the other and any disagreement is resolved prior to continuing the checklist.

After the completion of any checklist, the PM states "checklist is complete." This allows the PF to maintain situational awareness during checklist phases and prompts the PF to continue to the next checklist, if required.

If the PF fails to initiate a normal checklist at the appropriate time, good CRM practice requires that the PM suggest the initiation of the applicable checklist. Normal procedures checklist operations should be called for in a timely manner during low-workload periods (conditions permitting) to prevent any undue pressure or possible interruption that could defeat the purpose of the checklist and potentially be detrimental to safety. For example, calling for the Before Takeoff Checklist while the PM is copying the ATC clearance is poor timing and should be avoided.

Situational awareness is not limited to only understanding the time/space relationship of the aircraft, but also includes an awareness of each crew member's current workload. Time and workload management, including the availability of the other pilot to participate, are key factors in the initiation and effective conduct of normal checklists.

2.2 One Pilot in Cockpit

The Preflight Inspection, Cockpit Preparation, Before Starting Engines and Shutdown checklist may be accomplished by one pilot alone. The Normal Engine Ground Start checklist may also be accomplished by one pilot but this is considered a non-normal procedure. A pilot that completes a checklist alone must advise the other pilot which checklist(s) has/have been completed.

2.3 Both Pilots in Cockpit

The normal method for conducting checklists in the CE-560XL is using "Challenge and Response". Any response that is different from that which is listed indicates something is abnormal and must be challenged by the other crewmember before continuing. In all cases, follow specific company operating procedures when accomplishing checklists in the aircraft. When a response on a checklist is "as required" the appropriate crewmember should respond according to the actual switch position.

2.3.1 Omission of Checklists

While the PF is responsible for initiating checklists, the PM should ask the PF whether a checklist should be started if, in their opinion, a checklist is overlooked. As an expression of good crew resource management, such prompting is appropriate for any flight situation.

2.3.2 Actioning Normal Checklists

Critical items require a response by the PF. Less-critical items may be both challenged, completed, and responded to by the PM alone. To enhance communication and understanding between crewmembers, standard rules and phraseology should be used when conducting normal checklists:

- The challenged crewmember should respond only after verifying the required configuration and correcting any deviations from the correct settings
- If the required configuration is not possible, the challenged crewmember should clearly and completely respond by stating the actual configuration
- The challenging crewmember should always wait for a definitive response (and should cross-check the validity of the response) before moving to the next item
- For all aircraft, the crewmember responsible for reading the checklist should be

responsible for ensuring that the checklist is completed systematically and expeditiously. This crewmember should be responsible for managing interruptions, cross-checking the controls and indicators to ensure that the required actions have been accomplished, and for reporting that the checklist has been completed.

NOTE: Some checklists include a line that defines a logical hold point to allow partial completion of the checklist. The crew can complete the checklist down to that line and then pause until further action is appropriate, and the remaining checklist items can be meaningfully completed. For those checklists, the PF would initiate the checklist by saying, "(Checklist name) to the line." Once those items are complete, the PM should state, "(Checklist name) to the line, complete."

2.3.3 Interrupting and Resuming Checklists

If a normal checklist must be interrupted for any reason, the PF should state a clear hold at the specific item in the checklist such as, "Hold checklist at (item)." An explicit call such as, "Resume (continue) checklist at (item)," should be made before the checklist is resumed.

NOTE: Upon resuming the normal checklist after an interruption, consideration may also be given by either the PF or PM to starting the entire checklist over, with the possible exception of electronic checklists.

2.3.4 Checklist Terminology

Checklist terminology is controlled to ensure clarity and common understanding between crewmembers.

- The challenges and responses on the checklist should be consistent with the labeling on the switches and controls in the cockpit
- Terms such as "tested," "checked," and "set" are acceptable terms only when they are clearly defined and consistently used
- The term "AS REQUIRED" on a checklist requires a response stating the actual status of that item, such as "ON" or "OFF" ("as required is not an acceptable response).
- This document establishes a consistent policy concerning responses to items with variable settings. "As required" may be printed on the checklist but a response that gives the actual setting is normally appropriate.
    - Items that require variable responses should be carefully evaluated. Such items may not actually be required on the checklist or may be more appropriately included in the system management portion of a checklist.
- With limited exception, when specific quantities are required, a response of "checked" is not acceptable. Responses to checklist items concerning liquid or gas quantities should be made in terms of the actual quantities on board compared to the

specific quantity required, for example: “10,000 pounds required, 10,400 on board.”
  - A response of “checked” is acceptable when a range of quantity is permitted and the range is marked on an indicator, such as a green arc on an oil quantity gauge.
- Excess verbiage on checklists should be discouraged. For example, a checklist item of “Reduce airspeed to 130 KIAS for best glide” can be abbreviated as “BEST GLIDE – 130 KIAS.”
- Ambiguous verbiage on checklists is not acceptable. For example, “takeoff power” can mean either to advance the power or to retard the power.
- Emergency procedures should be clearly defined prior to the first flight of the day to determine each crew member’s responsibilities in the event an emergency or abnormal condition arise during the flight segment(s) (e.g., crew member priorities for passenger handling, aircraft securing, etc.)

2.4 Challenge/No Response

If the PM observes and challenges a flight deviation or critical situation, the PF should respond immediately. If the PF does not respond by oral communication or action, the PM must issue a second challenge that is loud and clear. If the PF does not respond after the second challenge, the PM must ensure the safety of the aircraft, announce that they are assuming control, and then take the necessary actions to return the aircraft to a safe operating envelope.

2.5 Definitions

L/R: Pilot Station

- Designation of seat position for accomplishing a given task because of proximity to the respective control/indicator. Regardless of PF or PM role, the pilot in that seat performs tasks and responds to checklist challenges accordingly.

1. PF: Pilot Flying
2. The pilot responsible for controlling the flight of the aircraft, either manually or through automation monitoring.
3. PM: Pilot Monitoring
4. The pilot who is monitoring the flight of the aircraft and actions of the PF.
5. PIC: Pilot-in-Command
6. The Pilot responsible for the operation and safety of an aircraft during flight time.

3 Briefings

Understanding that your fellow crew members do not have an infinite attention span, a long and detailed briefing is of little value if other crew members are task saturated.

Briefings enhance standardization and open communication between flight crewmembers by setting expectations and encouraging participation and teamwork. Effective communication requires both input and feedback. The ultimate objective is for the flight crew to know and understand the operation, not just cover a rote, generic list of items in each briefing.

A significant difference from prior briefing standards is the intentional identification of threats, and who initiates the identification of threats, relative to each phase of flight. In each briefing, the PM should identify relevant threats for the flight and open the briefing discussion with PF. A threat-based briefing concept, referred to as Threats, Plan, Considerations (TPC) has been designed to allow for the flight crewmembers to generate a discussion applicable to Threat and Error Management (TEM) in each specific phase of flight. Flight crewmembers should conduct TPC briefings in an interactive and collaborative manner, with each flight crewmember given the opportunity to give and receive input. Therefore, it is up to the flight crew to decide, based on professional judgement, what is appropriate to be discussed.

NOTE: It is recognized that the number and quality of threats will vary based on each flight-specific scenario, and the briefings will be scaled to account for the variability of the present conditions.

Appendix 1 provides examples of how briefings may be structured to provide a standardized approach to the TPC concept.

3.1 General

The departure Briefing should always be accomplished during a low stress environment such as on the ramp before aircraft movement. If a runway change occurs during aircraft movement, the aircraft should be stopped when possible and the Takeoff Briefing accomplished with the Parking Brake set. Loading FMS data or accomplishing a Takeoff Briefing while the aircraft is taxiing is not recommended. The Takeoff Briefing has the most variables of any crew briefing. While it is impossible to list every variable, The departure briefing is conducted by the designated PF after the threats have been identified by the PM. It enables the PF to inform the PM of the planned course of actions (e.g., expectations, roles and responsibilities, unique requirements) for both normal and abnormal conditions during takeoff.

A full briefing should be conducted during the first flight of the day. Subsequent briefings may either be abbreviated or expanded to address specific threats and/or aspects of each subsequent flight segment.

The departure briefing should be guided and illustrated by referring to the applicable flight management system (FMS) pages, paper or electronic charts, and the navigation display to visualize the departure route and confirm the applicable data entries. Crews should exercise caution to avoid the element of complacency from detracting from the departure briefing. The briefing should focus on situationally relevant considerations.

Elements of a departure briefing/aircraft set-up should include, but are not limited to, the identified threats and plan(s) to mitigate errors, as applicable, related to:

- Weather information, runway/taxiway in use, and operational factors (such as de-icing information or land-and-hold short operations in effect), and weather required for an air-return or continuation to a takeoff alternate
- Applicable NOTAMs to determine the effect of airport surface closures, construction, NAVAID outages, and airspace restrictions
- Operational impacts of weather to include use of radar, windshear recovery procedures, use of anti-icing systems
- Dispatch conditions affecting takeoff performance such as high temperature operations, cold temperature conversions, or operating in mountainous terrain
- Maintenance logbook (MEL/CDL) to determine operational impact
- Takeoff performance limitations (structural, runway, second segment climb, obstacles) as well as any specific takeoff performance limitations (minimum climb gradient needed)
- Weight and balance data
- Engine-out procedures and departure path/altitude
- Expected takeoff runway, the runway condition and wind component
- Set computed takeoff data for the prevailing conditions including slats/flaps configuration, V-speeds, thrust settings, bleed air configuration, and anti-ice
- Noise-abatement procedure
- Initial altitude, routing, airspeed, airspace restrictions, and any special considerations
- NAVAIDs as required to fly and/or cross-check the departure path including altitude constraints
- Considerations for a rejected takeoff (RTO). Unless prohibited by the OEM, either pilot may call for a rejected takeoff (RTO). The PF will initiate the abort
    - NOTE: In aircraft where a tiller is present and the PF is in a pilot station without access to, or control of, the tiller, the PM will maintain directional control of the aircraft until a safe condition is available to transfer flight controls.
- When operating an aircraft that does not have a door between the flight deck and the passenger compartment, the pilot may need to ask passengers to maintain a sterile cockpit and refrain from unnecessary conversation from the time the preflight preparations begin until the time the aircraft is clear of the terminal area and at cruising altitude. The same procedure should be followed on arrival, from the time landing preparations begin until the aircraft is safely stopped at the terminal.

3.2 Takeoff Briefing and the Go/No Go Decision

3.2.1 Go/No-Go Decision Criteria

The takeoff phase is arguably the most dangerous phase of aviation. Unlike other decisions in aviation, the Go/No-Go decision to abort or continue a takeoff is almost always irrevocable once it has been made. For this reason, the need for mental preparation based on current conditions cannot be overemphasized. Since conditions can vary greatly, it is best to decide on general guidelines and principles rather than extreme levels of detail:

- The first general guideline is to recall that the only malfunction, for which an aborted takeoff must be accomplished in order to meet performance criteria, is engine failure prior to V1. An aborted takeoff for all other malfunctions or conditions is at the discretion of the PIC.
- The second guideline deals with a loss of directional control. This could happen due to many factors including engine failure, thrust reverser deployment, nosewheel steering malfunctions, etc. If any of these events occur, it would be prudent to abort the takeoff. But what if there was an indication of thrust reverser deployment, but no loss of directional control? If the takeoff is on a minimum length runway, it may be prudent to continue the takeoff since no loss of directional control would indicate an erroneous indication.
- The last general guideline is an aircraft deemed unsafe to fly. More than any other, this guideline highlights the many items that could influence the crew's decision to abort a takeoff or continue a takeoff. Given the inherent risks associated with a high-speed abort, great care must be taken when aborting the takeoff for indications alone absent any other evidence of an actual concern about the aircraft's ability to safely become airborne. This is especially critical for those situations where you are runway length limited and is approaching V1. Examples include, but are not limited to the following:

    - If the stick shaker is activated just prior to V_1 – is that a truly unsafe condition, or an erroneous angle of attack issue?
    - If multiple tire failures produced high vibration at V1, would you continue the takeoff, or try to stop with multiple failed tires?
    - If a red Door Open CAS message illuminates at V1, does that make the aircraft unsafe to fly?

Understanding that your fellow crew members do not have an infinite attention span, a long and detailed takeoff briefing is of little value if other crew members are not really listening. A high-speed abort can be a very serious event, and depending on runway length, weather conditions, and runway conditions, the situation can become critical.

3.2.2 Takeoff Briefing

If not previously briefed and confirmed in the departure briefing, a Takeoff Briefing should be conducted and include the following minimum items:

- Identified threats, plans, and considerations (TPC) to mitigate errors, as applicable
- Departure runway
- Departure procedure
- Power settings
- Speeds
- Abnormal or emergency procedures prior to or after reaching decision speed (i.e., RTO)
- Emergency return intentions
- Expectations of the other crewmember during the takeoff/departure

3.3 Arrival/Approach Briefing

While approach briefings are a very important part of a safe and effectively flown approach, two human factor realities must be considered: First is that the best briefings are not necessarily defined as the longest briefings. In most cases, short and to the point is better. Second is the attention and stress level of the pilot being briefed. Studies have shown that even at moderate cockpit stress levels, most of a long approach briefing will be tuned out by the other pilot as he/she attempts to manage their stress and prioritize duties.

When setting up for an arrival/approach, a standard briefing format (see below) should be used. Under normal operations, each pilot is responsible for setting up their respective radios and NAVAIDs. The PF briefs the approach/landing after transferring (monitoring) the flight controls to the PM. Emergency operations (or absence of autopilot) may require deviations from this procedure.

After confirming the correct page number and date of the approach, start on the briefing strip at the top of the approach plate, and read across. Read the initial portion of the missed approach strip. Read any special notes pertinent to the approach. End the briefing with required visibility and approach lighting.

An arrival/approach briefing should communicate the following general elements with due consideration to the actual operational situation:

- Identified threats, plans, and considerations (TPC) to mitigate errors, as applicable
- For arrival procedures, a review of lateral and vertical flight path management including published, or ATC assigned speed restrictions
- Runway in use
- Instrument approach procedure identification and details

- Weather information (0perational impacts such as use of radar, anti-ice, windshear)
- Applicable NOTAMs
- Landing performance considerations
- Runway(s)/taxiway(s) in use (surface conditions, wind direction, Deice, LAHSO, etc.)
- Terrain considerations / Obstacle clearance
- Required NAVAIDS
- Minimum altitudes
- Method required to establish aircraft on approach (radar vectors, transition route)
- Lateral and vertical flight path management
- Automation use
- Speed restrictions
- Communication requirements
- Fuel requirements (including alternate fuel)
- Any abnormal procedures such as system malfunctions, MELs
- Missed approach procedure (radar and non-radar procedures)

Following a chart brief, the airport diagram should be reviewed with emphasis on runway conditions, length, landing distance requirements, landing speeds, anticipated turnoff point, anticipated taxi routes, and low-visibility taxi operations. Additionally, if a planned departure from normal SOPs is required to meet an operational requirement, this should be clearly reviewed and discussed during the briefing and prior to commencing the approach.

4 Philosophy for the Use of Advanced Technology Equipment

1. **Fly the aircraft**
   The flight crew is always responsible, above all else, to fly the airplane. This responsibility cannot be delegated or be allowed to pass unattended to automated equipment.
2. **Cockpit automation should enhance flight crew situational awareness**
   The use of cockpit automation should contribute to situational awareness of the flight crew. It should always be managed to increase situational awareness and reduce workload.
3. **Reversion to manual flight control / navigation**
   When cockpit automation interferes with situational awareness, automation should be removed and the flight crew should revert to manual flying to the extent necessary to regain situational awareness and maintain safe flight. If the automation is producing a result that is not immediately recognizable as unquestionably accurate, **DO NOT** attempt to diagnose the problem by interacting with the automation **while** the

automation is still in control of the aircraft. Remove the automation's control of the aircraft and manually fly the aircraft along the correct lateral and vertical flight path, then the pilot monitoring can diagnose the discrepancy with the automation.

4. **Confirmation of information**

   Flight crewmembers should confirm receipt of information from each other, from sources outside the cockpit, and from automated sources. This can be accomplished by read-back, challenge and response, using independent resources, and announcing data from automated sources. Furthermore, all information and data received should be considered for logic and appropriateness.

5. **Human-centered automation**

   The safe, efficient operation of an aircraft is the sole responsibility of the flight crew. Use of automated equipment should always support the ability of the flight crew to perform required tasks safely and in as low a workload environment as possible. Whether using something as basic as the autopilot, or as advanced as the HUD/EVS, if you don't understand the automation completely, your workload will increase. While there can be no substitution for an extremely high level of proficiency with all of the G550's automation, it should only be used to the extent that it supports the flight crew. Remember, automation is there to serve us. We are not there to serve the automation.

6. **Guidance Panel Setting**

   When hand flying the aircraft, DO NOT make inputs into the Guidance Panel (GP). The PF should command the PM to make the GP inputs that you wish to make. When Autopilot is engaged, the PF should make all GP inputs with the exception of an ATC cleared altitude. An ATC cleared altitude should always be set into the GP Preselect Window by the PM. This methodology keeps both pilots "in the loop" to the greatest degree possible.

4.1 Use of Automation

Automation features vary widely among aircraft. Regardless of the level of automation, the flight crew must be able to master its use, know when it is not working properly, and be able to assume manual control when necessary to maintain safety of flight and situational awareness. Crew coordination is required for successful use of automation. When the autopilot is engaged, the PF shall set all inputs on the Flight Guidance System (FGS), except altitude (or as defined by OEM). When the autopilot is off, the PF shall command all inputs and the PM will set all inputs to the FGS. When mode selections are set or commanded, both crewmembers must confirm that the desired selection has been made. Incorporating flight mode annunciators and flight guidance systems into a scan is essential. If automation is not responding according to expectations, it is important to remove the automation promptly and assume manual control.

The PM accomplishes navigation and communication radio tuning, identification, and ground communication. For navigation radios, the PM tunes and identifies all navigation aids. Before tuning the PF's radios, he announces the NAVAID to be set. In tuning the primary NAVAID, in particular, the PM coordinates with the PF to ensure proper selection sequencing with the autopilot mode. After tuning and identifying the PF's NAVAID (via auto tune feature or manually), the PM announces "(Facility) tuned and identified."

Monitoring NDB audio output is not required in the G450/G550 due to the design of the system which would bias the needle from view if no valid signal from the NDB transmitter is being received.

In tuning the VHF radios for ATC communication, the PM places the newly assigned frequency in the COM Tune window at the time of receipt. Pressing the appropriate line select key transfers the preselect frequency to the active frequency. After contact on the new frequency, the PM retains the previously assigned frequency for a reasonable time period. Any confusion in the flight deck related to ATC communication is immediately cleared up by requesting ATC confirmation.

4.1.1 Flight Management System

The crew should review the programmed FMS flight plan prior to starting engines. Normally, the pilot conducting the cockpit setup has programmed the FMS flight plan through either CDU. The flight plan is then displayed for review by both pilots against the dispatch release or ATC clearance routing. Any flight plan errors are corrected at this time.

Once the briefing is complete and both pilots agree with the FMS flight plan, it is cross-filled to the other FMS if operating in the Initiated Transfer mode.

During FMS navigation, both crewmembers should have the FMS mode selected on their Flight Displays. Any underlay information required should be displayed with the bearing pointers. The PFD-CMD mode of the guidance panel (GP) should always be selected to the flying pilot's side. When transitioning from VHF NAV mode to FMS mode or vice versa, the crewmember making the change will state the mode selected.

In the event of a discrepancy between a charted airway or procedure and the FMS database, the chart/map is the final authority. It is the responsibility of the crew to ensure that the FMS guidance conforms to the chart. When the aircraft is operating below 10,000 feet MSL, regardless of autopilot operation, the PF should not program the FMS. Programming should be commanded by the PF to the PM. Above 10,000 feet, with the autopilot on, the PF may elect to provide input to the FMS, provided aircraft control is either transferred to the PM, or a briefing of flight conditions is conducted for the PM to have and maintain situational awareness of the aircraft. All FMS inputs should be verified by both crewmembers.

For arrival and approaches, the appropriate charts should be displayed and readily available. Full NAV/VNAV guidance using the FMS during terminal operations must be limited to situations permitting advance preparations, review of FMS programming and complete crew briefings.

This level of automation is not appropriate when significant changes to route or landing runway have been issued by ATC. In such situations, pilots should revert, at least temporally, to a lower level of automation. All approaches, both FMS Coupled and advisory (FMS data used for situational awareness), should be programmed in the FMS.

FMS Coupled approaches should be flown by using the FMS and the flight guidance system in NAV or Approach mode. Editing the flight plan after the approach label is permitted on advisory approaches only. Editing on an FMS Coupled approach cannot be done without consequences such as loss of the approach vertical guidance and canceling approach scaling if available.

WARNING
Extreme caution must be exercised by monitoring appropriate annunciators to ensure that the proper navigation information is selected and utilized on each approach.

NOTE: The PF will monitor/control the aircraft, regardless of the level of automation employed. The PM will monitor the aircraft and actions of the PF.

5 General Callouts/Procedures

NOTE: Changes to the aircraft state by one pilot should not be conducted without prior communication to the other pilot.

5.1 Setting up the Flight Deck for an Approach

In training as in actual line operations, setting up the flight deck for an approach is a critical step that must be absolutely mastered during training. For this reason, pilots should use the following standardized method of setting up the flight deck for every approach. Ensure the approach is "built, bugged, and briefed" prior to completing the Approach Checklist.

- PM normally obtains current weather and approach in use
- PF normally commands the PM to program the FMS
    - Ensures correct destination airport for the approach (if required)
    - Select Runway, Arrival, and Approach
    - Activates vectors to the appropriate approach fix (or use the PVOR function for UNS-equipped aircraft), when on radar vectors
    - Ensure RAIM, RNP, EPU and any charted temperature limitation if GPS approach
- PM hard selects navaid identifier on both NAV radios (if not already auto-tuned)
- PF/PM sets their respective inbound course (for approaches not coupled to FMS)
- PF/PM sets DA/MDA on their respective PFD
- PM ensures airspeeds (Vapp/Vref) are bugged

CDU:

- **"D"**estination - PM changes the destination airport (if required)
- **"A"**rrival - PM selects Arrival, Runway and Approach

- **“L”**anding - PM selects Landing prompt and fills in all the pages
- **“C”**ruise Altitude - PM selects cleared altitude in PERF CRUISE (CRZ annunciated between EPR gauges)
- **“A”**ctivate Vectors - PM selects ACT VECTORS when on radar vectors
- **“R”**aim - PM checks RAIM, RNP, EPU and any charted temperature limitation if GPS approach

Briefing Strip Items:

- PM hard selects navaid identifier on both NAV radios via the CDU PROG page (if not already auto-tuned)
- PF/PM sets their respective inbound course (for approaches not coupled to FMS)
- PF/PM sets DA/MDA on their respective PFD

5.1.2 Stabilized Approach Criteria

Approach callouts are aircraft specific. These callouts may include configurations, altitudes, and profile information specific to the type. However, all approaches should incorporate and meet stabilized approach criteria.

An approach is considered stabilized when the following criteria are met:

- The aircraft is on the correct flight path
- Only small changes in heading/pitch are necessary
- From the final approach fix (point) inbound, maintain the selected airspeed at plus/minus 5 knots to designated DA/H or MDA/H.
- The aircraft is in the correct landing configuration
- Sink rate is no greater than 1000 feet/minute; if an approach requires a sink rate greater than 1000 feet/minute, a special briefing should be conducted prior to beginning the approach
- Power/thrust setting is appropriate for the aircraft configuration and is not below the minimum power for the approach
- All briefings and checklists have been conducted

Specific types of approach are stabilized if they also fulfil the following:

- ILS approaches must be flown within one dot of the glideslope and localizer
- Category II or III approach must be flown within the expanded localizer band
- Circling approaches: wings should be level on final prior to 300 feet above touchdown zone elevation; and,
- Unique approach conditions or abnormal conditions requiring a deviation from the above elements of a stabilized approach require a special briefing

Except for circling approaches, non-precision approaches should be conducted using Constant Descent Final Approach (CDFA) procedures unless conditions require and both crew members agree otherwise.

VMC	500 ft above TDZE

5.1.3 Altitude Changes

Prior to any altitude change, ensure the altitude preselector is set to the correct altitude. When passing one thousand feet (1000') to the selected altitude, the PM shall announce the following:

"[xxx} thousand climbing {xxx} thousand"

For example, "5000 climbing 6000" or "Flight level 230 descending flight level 220."

For aircraft equipped with an EPGWS, there is no need for the crew to echo altitude callouts such as "1000." However, to maintain situational awareness and prevent over-reliance on automation, the crew should confirm that the information from the EPGWS is consistent with other data available from the primary instruments. In non-EPGWS equipped aircraft, the crew should make callouts as published according to the OEM procedures.

5.1.4 Heading Changes

When a heading change is required, the PF will announce and set the new heading with the heading selector or direct the PM to set the heading when workload requires. The PM will verbally confirm the heading change matches with the PF announcement. When the PM makes the heading change for the PF, the PF will verbally confirm the heading change matches with the directed change.

5.1.5 Altimeter Changes

When a new altimeter setting is required (either ATC provided or by passing through the Transition Attitude/Level) the crew will set their respective altimeters and the PM pilot will set the standby altimeter. The altimeters will be crosschecked for accuracy by the crew and verbally verified by stating:

[altimeter setting] "Set and crosschecked"

5.1.6 Aircraft Control Transfer

The following standard callouts are used when there is a need to transfer aircraft control from one pilot to the other. In addition, the pilot transferring the controls will also state the status of the flight guidance system or aircraft state when flying without the use of automation and the pilot accepting controls will reiterate the aircraft state. Transferring aircraft control should take place in a three-step sequence:

- Pilot transferring control states: *"You have the flight controls, heading is 250, altitude is 6000, autopilot is ON, your flight controls…"*
- Pilot accepting control states: *"I have the flight controls, heading is 250, altitude is 6000, autopilot is ON, my flight controls…"*
- Pilot transferring states second time: *"You have the flight controls"* and visually confirms the other pilot has the controls

5.1.7 Approach Altitude Call Outs

The minimum expected vertical path callouts on an approach are 1000, 500, 100 to minimums.

5.1.8 Pilot Monitoring (PM) Standard Callouts

Callouts between crew members is based on the philosophy of not calling out normal items to the greatest extent possible, and only calling out an abnormal situation. This keeps the cockpit "chatter" to a minimum and allows each crew member to focus on their duties. The following callouts apply generally and are not specific to any maneuver.

Whenever an ATC cleared altitude is selected in the GP's altitude preselect window:	PM states the new altitude and points to the preselect window. PF also states the new altitude and points to the preselect window.
When one thousand feet prior to the ATC cleared altitude:	"ONE THOUSAND TO GO"
When 1000' AGL above the touchdown zone	"ONE THOUSAND FEET"
When 100 feet prior to the DH, DA, or MDA:	"APPROACHING MINIMUMS" (See Note 1)
When at minimums:	"MINIMUMS" (See Note 1)
When 100 feet above touchdown zone:	"ONE HUNDRED" (See Note 1)

NOTE: Callout not required if it has been made by the EGPWS.

The following callouts are made by the PM when a deviation from normal is encountered. The response from the PF must always be: "CORRECTING" and then the PF must actually correct the situation. Stating the words "CORRECTING" but not actually correcting should be considered by the PM as a non-response. If there is no response by the PF, the PM must make the deviation from normal callout one more time. If there is still no response from the PF, the PM MUST assume that a subtle incapacitation of the PF has taken place and take control of the aircraft by stating: "I HAVE THE AIRCRAFT."

Altitude ±100 feet from target:	"ALTITUDE"
Localizer/Course deviation of 1/2 dot or more:	"LOCALIZER"

Glide path deviation of 1/2 dot or more:	"GLIDE SLOPE" or "GLIDE PATH"
Airspeed greater than 10 Knots above target:	"_____ KNOTS FAST"
Airspeed less than target:	"_____ KNOTS SLOW"
If Ground Spoilers DO NOT deploy after main gear touchdown:	"NO GROUND SPOILERS"
"If Thrust Reverser(s) DO NOT deploy or are not selected by the PF:	"NO THRUST REVERSERS"

6 Taxi

Extreme vigilance during taxi operations is required by both crewmembers to reduce the possibility of taxiway or runway incursions. The following procedures should be used as applicable to the operation:

- Identified threats, plans, and considerations (TPC) to mitigate errors, as applicable
- Conduct a pre-taxi/departure briefing that includes the expected taxi route. Review the airport layout and identify critical areas such as Hot Spots and constructions areas listed in NOTAMs. This briefing is essential to maintain coordination and prevent ground incursions since the crew member who receives the clearance may not be the crew member taxiing the aircraft.
- After taxi clearance has been received, verify the runway assigned, any restrictions, and the taxi route. The use of written taxi instructions is a good operating technique and should be encouraged.
- Have the airport diagram(s) out, available, and in use, to include any low visibility taxi routes depicted. As appropriate, cross check the aircraft heading, airport diagram, and airport signage to confirm aircraft position while taxiing.
- Use aircraft lighting as appropriate for the conditions.
- Use of all available exterior lighting is recommended when crossing a runway
- When crossing taxiways or runways, both crew members should be looking outside the aircraft to scan for traffic. Programming the FMS, running checklists, or other activities that keep the crew inside should be discontinued until the aircraft is in a position of reduced threats or stopped.
- Before crossing active taxiways/runways, the crew will visually verify any intersecting paths for the absence of traffic. Use of TCAS may indicate aircraft on final approach. The left seat pilot will state, “Clear Left” and the right seat pilot will state “Clear Right.”
- When approaching an entrance to an active runway, pilots will ensure compliance with hold short or crossing clearances by discontinuing non-monitoring tasks.
- Prior to crossing or taxiing onto any runway, verbally confirm ATC clearance with other crewmembers and visually scan the runway and approach area. The crew will confirm, per ATC clearance, that they are taxiing onto the correct takeoff runway.

- Once aligned with the assigned runway, the crew should visually and verbally confirm that heading indicator is appropriate for that runway. An aircraft equipped with the Runway Awareness Advisory System (RAAS) may provide this callout provided there is verbal acknowledgment from the crew.
- Read back all clearances/instructions to enter a specific runway, hold short of a runway, and taxi into the "line up and wait" position, including the runway designator.

7 Maneuvers Training

7.1 Stalls

Stall prevention and recovery should be trained in the following minimum configurations. OEM procedures may require additional training configurations.

- Clean
- Partial Flap (Takeoff Configuration)
- Landing
- High Altitude

Stall prevention will be accomplished in the appropriate phase of flight in accordance with the OEM's procedures. Stall recovery should be initiated at the first indication of an impending stall. Altitude loss and recovery altitude should be evaluated based on the phase of flight. The focus of stall recovery is to manage angle of attach and thrust needed to maintain safe flight.

7.2 Steep Turns

Steep turns are flown with 45 degrees of bank solely by reference to instruments. The minimum requirement is a turn of at least 180° in both directions. This task must be accomplished without intervention from the PM. Entry speed should be that prescribed by the OEM. In the absence of a manufacturer speed, the ACS should be consulted for applicable standards.

7.3 Time Critical Situations

When the aircraft, passengers, and/or crew are in jeopardy, remember three things:

FLY THE AIRCRAFT – Maintain aircraft control.
RECOGNIZE CHALLENGE – Analyze the situation.
RESPOND – Take appropriate action.

7.4 Rejected Takeoffs

The aborted takeoff procedure is a pre-briefed maneuver; both crewmembers must be aware of and briefed on the types of malfunctions that mandate an abort. Assuming that the crew trains to a firmly established SOP, either crewmember may call for an abort.

Regardless of who calls the abort or RTO, the PF will initiate the abort. Reasons for rejecting a takeoff include:

- For Low-Speed Events – takeoff may be rejected for any non-normal condition

- For High-Speed Events – reject takeoff for an engine failure below VI, loss of directional control, or aircraft deemed unsafe to fly. At high speeds, it may be safer to continue the takeoff, even if below V1, based on weather, runway condition, runway length or indications that have no adverse effect on aircraft performance.

NOTE: In aircraft where a tiller is present and the PF is in a pilot station without access to, or control of, the tiller, the PM will maintain directional control of the aircraft until a safe condition is available to transition flight controls to the PF.

7.5 Critical Malfunctions in Flight

In flight, the observing crewmember positively announces a malfunction. As time permits, the other crewmember makes every effort to confirm/identify the malfunction before initiating any emergency action.

If the PM is the first to observe any indication of a critical failure, the PM announces it and simultaneously identifies the malfunction to the PF by pointing to the indicator/annunciator. After verifying the malfunction, the PF announces their decision and commands accomplishment of any checklist recall items. The PF monitors the PM during the accomplishment of those tasks assigned to him. It is a common crew practice for the PF to take control of the communications while the PM is performing abnormal and emergency procedures from the QRH.

7.6 Non-Critical Malfunctions in Flight

Procedures for recognizing and verifying a noncritical malfunction or impending malfunction are the same as those used for time-critical situations: use positive oral and graphic communication to identify and direct the proper response. Time, however, is not as critical and allows a more deliberate response to the malfunction. Always use the appropriate checklist to accomplish the corrective action.

8 Standard Operating Procedures and Callouts

8.1 Takeoff – Normal

Procedures for recognizing and verifying a noncritical malfunction or impending malfunction are the same as those used for time-critical situations: use positive oral and graphic communication to identify and direct the proper response. Time, however, is not as critical and allows a more deliberate response to the malfunction. Always use the appropriate checklist to accomplish the corrective action.

Before Taxiing onto Runway	
PF	Confirm runway and final approach clear of traffic. ***CLEAR LEFT; CLEAR RIGHT, FINAL ITEMS***
PM	***CLEAR LEFT; CLEAR RIGHT*** Initiates Final Before Takeoff Checklist items. Exterior lights as required — delay landing lights until aligned with runway and cleared for takeoff. Confirm runway and final approach clear of traffic. ***BEFORE TAKEOFF CHECKLIST COMPLETE***

Runway Lineup	
PF	Confirm correct heading and runway alignment. ***RUNWAY [xx] CONFIRMED***
PM	Confirm correct heading and runway alignment. ***RUNWAY [xx] CONFIRMED***
If Right Pilot (RP) takeoff PM and PF	**LP:** ***YOU HAVE THE CONTROLS*** **RP:** ***I HAVE THE CONTROLS*** **LP:** ***YOU HAVE THE CONTROLS***
Takeoff	
PF	Flight Director Command set — advance thrust levers to takeoff value. ***SET POWER***
PM	Exterior lights on as required. Check engine instruments. ***POWER SET*** Monitor airspeed indications. ***AIRSPEED ALIVE***
80 Knots	
PM	***80 KNOTS CROSSCHECKED***
V1 (Decision Speed)	
PM	At calculated decision speed: ***V1***
PF	Pilot commits to flight by removing hand from thrust levers.
VR (Rotation Speed)	
PM	***ROTATE***
PF	Rotate to align pitch with Flight Director command setting.
After Takeoff	
PM	When a positive rate of climb is indicated, announce: ***POSITIVE RATE*** Select gear up when commanded by PF.
PF	***GEAR UP*** Airspeed — accelerate to predetermined climb speed. Command desired F/D modes (400 AGL or as req.)
Above Minimum Flap Retraction Altitude and Speed	
PM	At a minimum of 1000’ AGL and V2+10 or as prescribed by approved derived performance data **Approaching _____ Feet or “Acceleration Altitude”** **V2+10**
PF	***FLAPS UP*** Calls for desired A/P, Y/D, and F/D modes
PM	Move flap selector to requested position and completes climb flows. Once flaps are indicating in that position, announce: **FLAPS UP**

8.2 Takeoff – Climb

At Initial Climb Speed after flap retraction (<200 KIAS), Prior to acceleration	
PM	Confirms 1) HYD PRESS extinguished 2) No STAB MIS COMP light ***ANNUNICATORS CLEAR***
PF	Accelerates to Climb Speed and establishes Thrust Setting (MCT or as required) ***AFTER TAKEOFF-CLIMB CHECKLIST***
PM	Initiates After Takeoff Checklist silently ***AFTER TAKEOFF ITEMS COMPLETE***
Transition Altitude	
Crew	Sets altimeters to 29.92
PM	Confirms primary and standby altimeters set to 29.92 ***ALTIMETERS SET THREE TIMES*** Completes Climb (Transition Items) Checklist ***CLIMB CHECKLIST COMPLETE***

8.3 Takeoff – Powerplant Failure at or Above V1****

Before Taxiing onto Runway	
PF	Confirm runway and final approach clear of traffic. ***CLEAR LEFT; CLEAR RIGHT, FINAL ITEMS***
PM	***CLEAR LEFT; CLEAR RIGHT*** Initiates Final Before Takeoff Checklist items. Exterior lights as required — delay landing lights until aligned with runway and cleared for takeoff. Confirm runway and final approach clear of traffic. ***BEFORE TAKEOFF CHECKLIST COMPLETE***
Runway Lineup	
PF	Confirm correct heading and runway alignment. ***RUNWAY [xx] CONFIRMED***
PM	Confirm correct heading and runway alignment. ***RUNWAY [xx] CONFIRMED***
If Right Pilot (RP) takeoff PM and PF	LP: ***YOU HAVE THE CONTROLS*** RP: ***I HAVE THE CONTROLS***
Takeoff	

PF	Flight Director Command set — advance thrust levers to takeoff value. ***SET POWER***
PM	Exterior lights on as required. Check engine instruments. ***POWER SET*** Monitor airspeed indications. ***AIRSPEED ALIVE***
80 Knots	
PM	***80 KNOTS CROSSCHECKED***
V1 (Decision Speed)	
PM	At calculated decision speed: ***V1***
PF	Pilot commits to flight by removing hand from thrust levers.
Engine Failure	
PF or PM	Pilot observing the failure: ***ENGINE FAILURE***
VR	
PF	Maintain Centerline and Directional Control
PM	***ROTATE***
PF	Smoothly rotate to FD command bars.
Positive Rate of Climb	
PM	***POSITIVE RATE***
PF	***GEAR UP*** Request desired FD mode. Climb to briefed Flap Retraction Altitude at V2.
PM	Select gear up and requested FD modes. Declare emergency with ATC.
Note	Do not perform any checklists until 1,500 feet AGL or as defined by performance data

Reaching Briefed Acceleration Altitude [Part 2]	
PF	Maintain altitude at or above acceleration altitude and accelerate to V2+10 (minimum)
PM	Verify airspeed is V2+10 or greater. ***V2 + 10***
PF	***FLAPS UP, ENGINE FAILURE OR OTHER EMERGENCY ON TAKEOFF CHECKLIST***
PM	Move flap selector to requested position. Once flaps are indicating in that position, announce: ***FLAPS UP*** PM Initiates Required Checklist

8.4 Powerplant Failure During Second Segment

Before Taxiing onto Runway	
PF	Confirm runway and final approach clear of traffic. ***CLEAR LEFT; CLEAR RIGHT, FINAL ITEMS***
PM	***CLEAR LEFT; CLEAR RIGHT*** Initiates Final Before Takeoff Checklist items. Exterior lights as required — delay landing lights until aligned with runway and cleared for takeoff. Confirm runway and final approach clear of traffic. ***BEFORE TAKEOFF CHECKLIST COMPLETE***
Runway Lineup	
PF	Confirm correct heading and runway alignment. ***RUNWAY [xx] CONFIRMED***
PM	Confirm correct heading and runway alignment. ***RUNWAY [xx] CONFIRMED***
If Right Pilot (RP) takeoff PM and PF	LP: ***YOU HAVE THE CONTROLS*** RP: ***I HAVE THE CONTROLS***
Takeoff	
PF	Flight Director Command set — advance thrust levers to takeoff value. ***SET POWER***
PM	Exterior lights on as required. Check engine instruments. ***POWER SET*** Monitor airspeed indications. ***AIRSPEED ALIVE***
80 Knots	
PM	***80 KNOTS CROSSCHECKED***
V1 (Decision Speed)	
PM	At calculated decision speed: ***V1***
PF	Pilot commits to flight by removing hand from thrust levers.
VR	
PM	***ROTATE***
PF	Smoothly rotate to FD command bars.
Positive Rate of Climb	
PM	***POSITIVE RATE***
PF	***GEAR UP*** Request desired FD mode. Climb to briefed Flap Retraction Altitude at V2.
PM	Select gear up and requested FD modes.
Engine Failure	
PF	Climb at V2 to Acceleration Altitude

PF or PM	Pilot observing the failure: ***ENGINE FAILURE***
PM	Declares Emergency
Note	Do not perform any checklists until 1,500 feet AGL or as defined by performance data
Reaching Briefed Acceleration Altitude [Part 2]	
PF	Maintain altitude at or above acceleration altitude and accelerate to V2+10 (minimum)
PM	Verify airspeed is V2+10 or greater. ***V2 + 10***
PF	***FLAPS UP, ENGINE FAILURE ON TAKEOFF CHECKLIST***
PM	Move flap selector to requested position. Once flaps are indicating in that position, announce: ***FLAPS UP*** PM Initiates Required Checklist

8.5 OEI During Climb to En-route Altitude

After acceleration and completion of ENGINE FAILURE AFTER TAKEOFF CHECKLIST	
PF	Maintains VENR Sets thrust on operative engine to MCT Calls for appropriate Checklist ***ENGINE FAILURE/PRECAUTIONARY SHUTDOWN CHECKLIST***
PM	Initiates required checklist
PM	***ENGINE FAILURE / PRECAUTIONARY SHUTDOWN CHECKLIST COMPLETE***
Reaching En-route Altitude	
PF	Set thrust as required
Crew	*Crew to discuss and decide next steps*

8.6 Steep Turns

Steep turns are flown with 45 degrees of bank solely by reference to instruments. The minimum requirement is a turn of at least 180° in both directions. (Unless applicant is checking for an initial rating, and then turns must be 360° in both directions.) This task must be accomplished without intervention from the PM. Entry speed should be that prescribed by the OEM. In the absence of a manufacturer speed, the ACS should be consulted for applicable standards.

8.6.1 Recovery from Nose-High Altitude

After confirming a nose-high attitude, low-airspeed condition exists, apply T.O. thrust while rolling toward the nearest horizon. Use up to 90° bank, depending on severity of the condition. When the nose passes through the horizon, smoothly roll to a wings-level attitude and recover to level flight.

8.6.2 Recovery from Nose-Low Altitude

After confirming a nose-low attitude with airspeed increasing, reduce thrust to idle while simultaneously rolling to a wings-level attitude. Increase pitch attitude to recover to level or climbing flight. Use speedbrakes, if necessary, to minimize increase in airspeed and altitude loss. Use caution to avoid exceeding G-limits during recovery.

8.7 TCAS/ACAS Resolution Advisory

TCAS RA	
PF	Simultaneously accomplish the following: Autopilot — Disconnect. Thrust — Adjust as required. Comply with displayed TCAS RA Guidance
PM	Monitor PF actions to ensure compliance with RA guidance. Advise ATC: ***[call sign] TCAS RA***
After Clear of Conflict Callout	
PF	Return to previously cleared altitude.
PM	Advise ATC returning to previously cleared altitude: ***[call sign] CLEAR OF CONFLICT, RETURNING TO [assigned altitude]***

8.8 CFIT/EGPWS Escape Maneuver

Caution (Amber Alert)	
PF	Adjust aircraft flight path as necessary to eliminate the caution.
Warning (Red Alert)	
PF	TO/GA button — Press. Thrust — Maximum Thrust. Pitch — Increase up to stall warning, if necessary. Flaps and gear — Do not retract until safe climbout is assured.
PM	Verify PF is responding to alert and provide climbing and descending trends.

PF	Climb to safe altitude.
Safe Altitude and Warning No Longer Present	
PM	**Advise clear of obstacles.**
PF	Resume normal flight path.
PM	**Notify ATC of deviations.**

8.9 Windshear Escape

8.9.1 Windshear

The best windshear procedure is avoidance. Recognize the indications of potential windshear and then: **AVOID**

8.9.2 Microbursts

Microbursts are small scale intense downdrafts that spread outward in all directions from the downdraft center as it nears the surface. This can result in both vertical and horizontal wind shears that can be extremely hazardous, especially at low altitudes. The aircraft may encounter a headwind with increasing performance (climb/increased airspeed), followed by a downdraft and tailwind, which decreases performance (descent and low airspeeds) to the point that terrain impact can occur.

8.9.3 Acceptable Performance Guidelines

- Understand that avoidance is primary
- Ability to recognize potential windshear situations
- Ability to fly the aircraft to obain optimum performance

8.10 Windshear Procedures

Windshear Recognition	
PF or PM	***WINDS HEAR***
Windshear Callout	
PF	1. Thrust - T.O. detent 2. Airplane Pitch Attitude - Initial pitch of 10° (Flight Director Go-around pitch command) Note: Pitch attitudes in excess of 10° may be required for terrain avoidance. 3. Speed Brake - Confirm retracted Maintain configuration until obstacle clearance is assured. Pitch attitude should be increased smoothly and in small increments, bleeding airspeed as necessary to stop the descent.

PM	Verify PF is responding to alert and provide climbing and descending trends.
After Recovery	
PF	Flaps and gear — Retract as speed and altitude permit. Return to previous clearance or accomplish missed approach.
PM	**Provide PIREP to ATC.**

NOTE: *Windshear escape flight guidance is not provided. Do not retract the flaps or landing gear until a safe climb out is assured***.** Flight at intermittent stick shaker may be required to obtain a positive rate of climb. Optimum performance may be obtained with airplane pitch attitude that results in the top of the red LSA tape.

8.11 Stall Recovery

Stall Indication	
PF or PM	Pilot observing indication: ***STALL***
Stall Callout	
PF	Autopilot — Disconnect. Pitch Control — Reduce angle of attack. Bank — Wings level. Thrust — Adjust as necessary. Speedbrakes/Spoilers — Retract.
PM	Monitor airspeed and altitude throughout the recovery, announce any continued divergence and advise ATC if deviating from clearance.
Airspeed Sufficiently Increasing	
PF	Recover to normal level flight path and if required, retract flaps and gear on schedule. NOTE If inside FAF on instrument approach procedure or less than 500 feet AGL on visual approach, accomplish go-around procedure.
PM	**Advise ATC if deviation from clearance occurred**.

NOTE: Recovery from an impending stall will not mandate predetermined altitude loss or a predetermined recovery altitude.

8.12 Stabilized Approach Criteria

Approach callouts are aircraft specific. These callouts may include configurations, altitudes, and profile information specific to the type. However, all approaches should incorporate and meet stabilized approach criteria.+An approach is considered stabilized when the following criteria are met:

- The aircraft is on the correct flight path
- Only small changes in heading/pitch are necessary
- From the final approach fix (point) inbound, maintain the selected airspeed at plus/minus 5 knots to designated DA/H or MDA/H.
- The aircraft is in the correct landing configuration
- Sink rate is no greater than 1000 feet/minute; if an approach requires a sink rate greater than 1000 feet/minute, a special briefing should be conducted prior to beginning the approach
- Power/thrust setting is appropriate for the aircraft configuration and is not below the minimum power for the approach
- All briefings and checklists have been conducted
- Specific types of approach are stabilized if they also fulfil the following:
- ILS approaches must be flown within one dot of the glideslope and localizer
- Circling approaches: wings should be level on final prior to 300 feet above touchdown zone elevation; and,
- Unique approach conditions or abnormal conditions requiring a deviation from the above elements of a stabilized approach require a special briefing
- Except for circling approaches, non-precision approaches should be conducted using Constant Descent Final Approach (CDFA) procedures unless conditions require and both crew members agree otherwise.

8.13 Visual Approach – Normal

Cleared for Visual Approach	
PF	Minimum Airspeed — 180 kts ***FLAPS 15***
PM	Verify below flap setting speed. Move flap selector to requested position. Once flaps are indicating in that setting, announce: ***FLAPS 15***
Downwind Leg Abeam Threshold or Top of Descent for Straight-in Approach	
PF	Minimum Airspeed — 160 kts ***GEAR DOWN, FLAPS 35, BEFORE LANDING CHECKLIST***
PM	Select gear down. ***THREE GREEN*** Verify below flap setting speed. Move flap selector to requested position. Once flaps are indicating in that setting, announce: ***FLAPS 35*** Complete Before Landing Checklist. ***BEFORE LANDING CHECKLIST COMPLETE***

1000 ft Above Runway Elevation	
PM	***1000 FEET, MISSED APPROACH ALTITUDE SET*** Note: Missed approach altitude shall be 1500AGL or as previously briefed.
500 ft Above Runway Elevation	
PM	***500 FEET***
PF	Ensure stabilized approach criteria are met. ***STABLE, CONTINUING*** When landing is assured: ***LANDING***

8.14 Visual Approach – One Engine Inoperative (OEI)

In Range-	
PF- Calls for Single Engine Approach and Landing Checklist to the line	
PM- Completes Single Engine Approach and Landing Checklist to the line	
Cleared for Visual Approach	
PF	Minimum Airspeed — 180 kts ***FLAPS 15***
PM	Verify below flap setting speed. Move flap selector to requested position. Once flaps are indicating in that setting, announce: ***FLAPS 15***
Downwind Leg Abeam Threshold or Top of Descent for Straight-in Approach	
PF	Minimum Airspeed — 140 kts ***GEAR DOWN,***
PM	Select gear down. ***THREE GREEN***
PF	***SINGLE ENGINE APPROACH & LANDING CHECKLIST below the line***
PM	Compl. SINGLE ENGINE APPROACH & LANDING CHECKLIST below the line.
1000 ft Above Runway Elevation	
PM	***1000 FEET, MISSED APPROACH ALTITUDE SET***
PF	Ensure stabilized approach criteria are met. ***CONTINUING*** When landing is assured: ***LANDING***

8.15 Visual Approach – Flap Malfunction

Cleared for Visual Approach	
PF	Minimum Airspeed — Adjusted VREF ***FLAPS INOP APPROACH AND LANDING CHECKLIST***
PM	Accomplish Flaps INOP Approach and Landing Checklist. ***FLAPS INOP APPROACH AND LANDING CHECKLIST COMPLETE***
Downwind Leg Abeam Threshold or Top of Descent for Straight-in Approach	
PF	***GEAR DOWN***
PM	Select gear down. ***THREE GREEN*** Complete Flaps INOP Approach and Landing Checklist. Set missed approach altitude in the Altitude Preselector.
1000 ft Above Runway Elevation	
PM	***1000 FEET, MISSED APPROACH ALTITUDE SET*** Note: Missed approach altitude shall be 1500AGL or as previously briefed.
500 ft Above Runway Elevation	
PM	***500 FEET***
PF	Ensure stabilized approach criteria are met. ***STABLE, CONTINUING*** When landing is assured: ***LANDING***

8.16 Precision Approach

Approaching IAF	
PF	Minimum Airspeed — 180 kts
Radar Vector Base Leg, or IAF Outbound	
PF	Minimum Airspeed — 160 kts ***FLAPS 15***
PM	Verify below flap setting speed. Move flap selector to requested position. Once flaps are indicating in that setting, announce: ***FLAPS 15***
Vector to Intercept or Procedure Turn Inbound	
PM	***COURSE ALIVE***
Prior to Glideslope/Glidepath Intercept (or FAF for CDFA non-precision approach)	
PF	Minimum Airspeed — 160 kts ***GEAR DOWN, FLAPS 35, BEFORE LANDING CHECKLIST***

PM	Verify below flap setting speed. Move flap selector to requested position. Once flaps are indicating in that setting, announce: ***THREE GREEN*** ****FLAPS 35*** **2 Eng Only* Complete Before Landing Checklist (or SE Appr/Ldg Checklist Below the Line) Set missed approach altitude in the Altitude Preselector.
Glideslope/Glidepath Captured	
PF	***SET MISSED APPROACH ALTITUDE***
PM	Set missed approach altitude in Altitude Preselector.
1000 ft Above TDZE	
PM	Ensure stabilized approach criteria are met. ***1000 FEET, STABLE, MISSED APPROACH ALTITUDE SET***
100 ft Above DA/DH (or DDA for CDFA non-precision approach)	
PM	***APPROACHING MINIMUMS*** Look outside for runway environment.
Reaching DA/DH (or DDA for CDFA non-precision approach)	
PF	***MINIMUMS***
(1) Runway in Sight	
PM	***RUNWAY ___ O'CLOCK***
PF	***LANDING***
(2) Approach Lights Visible	
PM	***APPROACH LIGHTS***
PF	***CONTINUING*** Continue approach to 100 ft above TDZE.
(a) 100 ft Above TDZE — Runway in Sight	
PM	***RUNWAY ___ O'CLOCK***
PF	***LANDING***

(b) 100 ft Above TDZE — Runway Not in Sight	
PM	***GO-AROUND***
PF	Initiates Go-Around Procedure
(3) Runway/Runway Environment Not in Sight — Accomplish Missed Approach Profile	
PM	***GO-AROUND***
PF	Initiates Go-Around Procedure

8.17 Non-precision Approach

NOTE: For CDFA view the precision approach SOP

Approaching IAF	
PF	Minimum Airspeed — 180 kts
Radar Vector Base Leg, or IAF Outbound	
PF	Minimum Airspeed — 160 kts ***FLAPS 15***
PM	Verify below flap setting speed. Move flap selector to requested position. Once flaps are indicating in that setting, announce: ***FLAPS 15***
Vector to Intercept or Procedure Turn Inbound	
PM	***COURSE ALIVE***
[No Greater Than 3] NM Prior to Final Approach Fix	
PF	Minimum Airspeed — 160 kts ***GEAR DOWN, FLAPS 35, BEFORE LANDING CHECKLIST*** ***If Single Engine, "Single Engine Approach and Landing Checklist"***
PM	Verify below flap setting speed. Move flap selector to requested position. Once flaps are indicating in that setting, Select gear down. ***THREE GREEN*** ***FLAPS 35**** **2 Eng. Only* Complete Before Landing Checklist (or SE Appr/Ldg Checklist Below the Line)
Final Approach Fix	
PF	Begin descent.
PM	Start timing, if required. Verify next altitude is set in Altitude Preselector.
1000 ft Above TDZE	
PM	***1000 FEET, STABLE***
100 ft Above MDA	
PM	***APPROACHING MINIMUMS*** Look outside for runway environment.
Capturing MDA	
PF PM	***MINIMUMS, SET MISSED APPROACH ALTITUDE*** *Setting missed approach altitude*
(1) Runway in Sight	
PM	***RUNWAY ___ O'CLOCK***
PF	***LANDING***
(2) Runway Not in Sight — Accomplish Missed Approach Profile	
PM	***GO-AROUND***
PF	Initiate Go Around

8.18 Circling Approach

NOTE: While maneuvering during a circling approach, fly a minimum of adjusted V_{APP}. When established on final in the landing configuration, fly at V_{REF} + wind factor until reducing power slightly to cross the runway threshold at V_{REF} + wind factor.

Airport Environment in Sight and within Circling Radius	
PM	Advise airport environment in sight.
PF	***CIRCLING***
PM	Announce any deviations to altitude or airspeed.
Leaving MDA	
PF	***LEAVING MINIMUMS***
Aligned with Landing Runway	
PF	Be less than 15° of bank by 300 feet aligned with runway centerline. ***LANDING***

8.19 Missed Approach – All Engine (Single Engine)

Go-around Callout	
PF	***GO-AROUND, THRUST SET*** TO/GA button — Press. Thrust Levers — Maximum Power. Pitch — Increase Pitch into command bars. ***FLAPS 15*** Minimum Airspeed — VAPP.
PM	Confirm minimum altitude and speed for flap retraction has been met. Move flap selector to requested position. Once flaps are indicating in that position, announce: ***FLAPS 15***
Positive Rate of Climb	
PM	***POSITIVE RATE***
PF	***GEAR UP*** Minimum Airspeed — VAPP+10. Request desired FD modes.
PM	Retract landing gear. Select requested FD modes. Verify missed approach altitude is set.
Reaching Briefed Acceleration Altitude	
PM	***ACCELERATION ALTITUDE*** ***VAPP + 10***
PF	***FLAPS UP, All Engine (Single Engine) Go Around Checklist*** Resume normal climb profile to MAA.

PM	Confirm minimum altitude and speed for flap retraction has been met. Move flap selector to requested position. Once flaps are indicating in that position, announce: ***FLAPS UP*** Accomplish the All Engine (Single Engine) Go Around Checklist. ***ALL ENGINES*** *(SINGLE ENGINE)* ***GO-AROUND CHECKLIST COMPLETE***

8.20 In-Flight Powerplant Shutdown and Restart

Engine Shutdown	
PF	***ENGINE FAILURE / PRECAUTIONARY SHUTDOWN CHECKLIST***
PM	***ENGINE FAILURE / PRECAUTIONARY SHUTDOWN CHECKLIST***
Crew	Accomplish Engine Failure and Precautionary Shutdown Checklist
PM	***ENGINE FAILURE / PRECAUTIONARY SHUTDOWN CHECKLIST COMPLETE***
Crew	*Crew to evaluate restart and decide next steps*
Engine Restart	
PF	***IN-FLIGHT RESTART CHECKLIST***
PM	***IN-FLIGHT RESTART CHECKLIST***
Crew	Complete Checklist as a crew
PM	***IN-FLIGHT RESTART CHECKLIST COMPLETE***
Crew	*Crew to discuss and decide next steps*

8.21 Descent

Initiating Descent	
PF	Establishes descent speed and thrust setting ***DESCENT CHECKLIST***
PM	Initiates Descent Checklist ***DESCENT CHECKLIST (to transition)***
Transition Altitude	
Crew	Sets altimeters to local setting
PM	Confirms primary and standby altimeters set ***ALTIMETERS SET ___.___ THREE TIMES*** Continues Descent Checklist ***DESCENT CHECKLIST COMPLETE***

8.22 Landing (Normal, Crosswind, Flap Malfunction, OEI, or from Instrument Approach)

After touchdown

PF	Lowers nose wheel to runway and maintains directional control Applies Wheel Brakes Calls for speed brakes
PM	***SPEED BRAKES EXTENDED*** Extends Speed Brakes
PF	Deploys Thrust Reverser(s) Maintains forward pressure on control column
PM	Confirms illumination of Arm, Unlock, Deploy Lights ***SIX LIGHTS*** *("3 lights", if single-eng. reversing)*
60 knots	
PM	***60 KNOTS***
PF	Reverser levers to idle reverse
Clear of Runway	
PF	*AFTER LANDING CHECKLIST*
PM	Initiates After Landing Checklist ***AFTER LANDING CHECKLIST COMPLETE***

8.23 Emergency Evacuation

After PIC Determines Evacuation Required	
PIC	Brings aircraft to a stop Sets Parking Brake Calls for Evacuation Checklist Initiates and completes memory items Commands evacuation
SIC	Reports evacuation to ATC Upon evacuation command, departs cockpit and leads evacuation of passengers
PIC	Activates ELT (if required) Last to exit aircraft; ensure passengers have evacuated

Sample Cabin Evacuation Command (ICAO Verbiage): "Open Seatbelts, Get Out, Leave Everything"

8.24 Ice Accumulation on Airframe

PF	Confirms ice protection activated
PM	Reports icing conditions to ATC and any equipment malfunction Requests climb, descent, or course change, as required.
PF	Initiates altitude or course change, as required Calls for appropriate ice protection malfunction checklist, as required Remains clear of known or forecast icing conditions if malfunction has occurred.

8.25 Holding

Holding instructions received	
Crew	Confirms holding instructions & EFC time Establishes clean configuration
PM	Inputs holding definition into FMS Confirms holding definition with PF ***THE HOLD IS PROGRAMMED***
PF	Confirms holding pattern entry heading(s) Slows to holding speed within 3 minutes
PM	Reports established in the hold to ATC

9 Expanded Normal Procedures and Abbreviated Checklists

The TSWG recommends use of the following abbreviated and modified checklists. In all other instances, operators shall use the manufacturer recommended checklists. Sample checklists are included below for reference.

9.1 Abbreviated Checklists

9.1.1 Abbreviated Normal Checklists CE-560XL/XLS

COCKPIT PREPARATION (read-do)

1. Preflight Inspection..........COMPLETE
2. PAX Oxy Valve..........AUTO
3. Crew Oxygen Masks & Qty..........100% & CHECK
4. Circuit Breakers (L/R)..........IN
5. LH Microphone Switch..........MIC HEADSET
6. Fuel Crossfeed..........OFF
7. Fuel Boost & Ignition Switches..........NORM
8. Gen Switches..........AS REQ
9. Avionic Power Switch..........OFF
10. EEC Switches..........AUTO
11. AHRS Switches..........SLV
12. STBY Power Switch..........TEST/HOLD, ON
13. Windshield Anti-ice switches..........BOTH ON
14. Anti-ice & De-ice switches..........OFF
15. Interior & Exterior Lighting..........AS REQ
16. Pressurization Controls..........AUTO /NORM
17. Temp Controls..........SET
18. Engine Sync..........OFF
19. Landing Lights..........OFF
20. Radar..........OFF/STBY
21. Landing Gear Handle..........DOWN
22. Anti-skid Switch..........ON
23. Cockpit Recirc/WEMAC Boost..........AS REQ
24. RH Microphone Switch..........MIC HEADSET

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25. BATT Switch..........ON & VOLTS CHKD
26. BATT Voltage..........CHECK
27. Emer Light Switch..........ARM
28. APU..........AS REQ
29. Avionic Power Switch..........ON
30. Engine Instruments..........NO FLAGS
31. Ldg Gear.......... 3 GREEN, NO RED
32. Rotary Test..........COMPLETE
33. CVR/TCAS/EGPWS..........TEST
34. Trims (3)..........CHECK/SET
35. ATIS, Clc, FMS..........REC/SET
36. Batt, Avionics, Stby Flt Disp..........AS REQ

APU Start (read-do)

1. APU Master..........ON
2. APU Fail Light..........OFF
3. APU Test..........CHK
4. APU Gen Switch..........OFF
5. APU Bleed Air Switch..........OFF
6. APU Start/Stop Switch..........START
7. APU Relay Engaged..........ON then OFF
8. Ready to Load..........ON
9. APU Generator..........ON
10. APU Ammeter..........CHK
11. APU Bleed Air..........AS REQ

BEFORE START

1. Passenger Brief..........COMPLETE
2. Batt Switch..........ON & __Volts
3. GEN Switches..........ON/OFF GPU
4. Avionic Pwr..........AS REQ
5. EMER Lights..........ARM
6. Parking Brake..........SET
7. Cabin Door..........CLSD/LKD/LTS OUT
8. Fuel Qty..........____LBS/ ___REQ
9. Seats/Belts/Harnesses/Pedals..........SET (B)
10. Windows..........CLSD/LCKD (B)
11. Standby Power..........ON
12. Nav & Gnd Recog Lts..........ON
13. Annunciators/CAS*..........CHK

BEFORE TAXI

1. DC Amps & Volts..........CHKD
2. Flight Ctrl/Spd Brks/Flaps..........CHKD
3. Anti-Ice & De-Ice..........AS REQ
4. Pressurization Controller..........DEST SET
5. Avionics & Flight Instruments..........SET & CHKD
6. V-Speeds & Takeoff N1..........SET
7. Altimeters..........SET __.__ (B)
8. Lav Door..........OPEN
9. Annunciators/CAS*..........CHKD
10. Passenger Safety Switch..........ON

TAXI

1. Brakes & Steering..........CHKD (B)
2. Rudder Bias..........STNARY CHKD
3. Thrust Reversers..........CHKD
4. Engine Instruments..........CHKD

BEFORE TAKEOFF

1. Flight Directors & Alt Selector..........SET
2. Flaps..........SET
3. Anti-ice/De-ice..........SET
4. Speed Brakes..........RETRACTED
5. Trims..........SET 3X
6. Takeoff Briefing..........COMPLETE
7. Transponder/TCAS..........SET, TA/RA

--------------------*Final Items* (PM Chal.)--------------------

8. Parking Brake..........RELEASED (L)
9. Ignitions..........ON (L)
10. Pitot Static Heat..........ON (PM)
11. Exterior Lights..........ON (PM)
12. Radar..........SET (PM)
13. Annunciator Panel/CAS*..........CLEAR & GND IDLE (B)

Pre-dep ground checklists are challenge (R) and Respond (L) unless noted

9.1.2 In-Flight Checklists CE-560XL/XLS

AFTER TAKEOFF-CLIMB

1. Landing Gear........................UP & LTS OUT (PM)
2. Flaps..UP (PM)
3. Throttles..........................CLB or AS REQ (PM)
4. Yaw Damper..............................ENGAGED (PM)
5. Pressurization..............................POS DIFF (PM)
6. Exterior Lights..SET (PM)
7. Anti-Ice / De-ice..................................AS REQ (PM)
8. Ignitions.................................NORM/AS REQ (PM)

-----------------*Climb Transition Items*-------------------

9. Altimeters..SET 29.92 (B)
10. Landing Lights...OFF
11. Pax Safety Switch...AS REQ
12. Engine Sync...ON
13. APU.......................................SHUTDOWN (≥FL300)

CRUISE

1. Throttles...SET
2. Pressurization...CHKD
3. Anti-ice / De-ice...AS REQ
4. Fuel Qty & Balance..CHKD

DESCENT (TRANSITION DOWN)

1. Altimeters..SET __.__ (B)
2. APU...AS REQ
3. Anti-Ice / De-ice...AS REQ
4. Ignitions...AS REQ
5. Pressurization..DEST
6. Pax Safety Switch...ON/SB
7. RECOG Lights..ON
8. AC-Fans...AS REQ
9. Seats, Belts, Harnesses...SET (B)
10. Pax & Lav Door...BRIEFED

APPROACH

1. Avionics & Flt Instruments...................................SET 3X
2. V-Speeds & Go-Around N_1..SET
3. Minimums..SET
4. Approach Briefing..COMPLETE
5. Ignitions...ON
6. Fuel Crossfeed...OFF
7. Engine Sync...OFF
8. Annunciators/CAS*..CHKD

BEFORE LANDING

1. Landing Gear.........................DN, 3 GRN, NO RED (B)
2. Flaps...35 (PM)
3. Landing Lights..AS REQ
4. Pressurization..................................ZERO DIFF (PM)
5. Autopilot & Yaw Damper...OFF

MISSED APP (2 ENG)

1. Landing Gear...............................UP & LTS OUT (PM)
2. Flaps...UP (PM)
3. Throttles..SET
4. Pressurization...SET
5. Anti-Ice / De-Ice..AS REQ

AFTER LANDING

1. Thrust Reversers...STOWED
2. Speed Brakes...RETRACT
3. Flaps..UP (PM)
4. Ignitions...NORM (L)
5. Pitot Static Heat...OFF (PM)
6. Anti-Ice & De-ice................................OFF/AS REQ (PM)
7. Ext Lights...........................RECOG/ GND RECOG (PM)
8. Radar...STBY PM)
9. Transponder/TCAS...................................AS REQ (PM)
10. Flight Plan...CLOSED (PM)

SHUTDOWN

1. Parking Brake...SET (L)
2. Flight & Fuel Data...................................RECORDED (R)
3. Anti-Ice Systems...OFF (L)

------------------------*Left Pilot (read-verify)*-----------------

4. Avionic Power..OFF
5. Throttles..CUTOFF
6. Exterior & Pax Safety Lts...OFF
7. STBY Power Switch...OFF
8. EMER Lights Switch..OFF
9. AC-Fans...OFF or AS REQ
10. APU...SHUTDOWN or AS REQ
11. BATT Switch...OFF or AS REQ

APU SHUTDOWN *(read-do)*

1. APU Bleed Air..OFF
2. Bleed Valve Open Lt...OFF
3. APU Start/Stop..STOP
4. APU Generator..OFF
5. APU Master...OFF

In-flight Checklists are challenge (PM) – response (PF) unless noted.

*CAS applies to G5000-equipped aircraft only. Omitted from base 560XL/XLS variants.

9.1.3 Abbreviated Normal Checklists CE-560XLS+

COCKPIT PREPARATION (read-do)

1. Preflight Inspection....................COMPLETE
2. PAX Oxy Selector....................AUTO
3. Crew Oxygen Masks & Qty..........100% & CHECK
4. Circuit Breakers (L/R)....................IN
5. BATT Button....................BATT ON, ≥24V
6. NORM/EMER Button....................NORM
7. STBY Power Switch..........TEST then ON
8. APU....................AS REQ
9. AVIONICS Button....................ON
10. L MIC SEL Button....................HEADSET
11. L AHRS & ADC REV Buttons..........NORM
12. L AHRS SLAVE Switch....................AUTO
13. FUEL BOOST Buttons (both)..........NORM
14. Fuel Crossfeed....................OFF
15. IGNITION Buttons (both)..........NORM
16. GEN Switches (both)..........ON/OFF GPU
17. INTERIOR Button..........AS DESIRED
18. EMER LTS Switch....................ARM
19. CTL-23D COM/NAV Control Panel..........STBY
20. Landing Gear..........HANDLE DN, 3 GREEN
21. Anti-skid Switch....................ON
22. Anti-ice & De-ice switches..........OFF
23. Pressurization Controls..........AUTO /NORM
24. Pressurization....................DEST SET
25. CABIN DUMP Button....................NORM
26. R AHRS & ADC REV Buttons..........NORM
27. R AHRS SLAVE Switch....................AUTO
28. R MIC SEL Button....................HEADSET
29. ENG SYNC Button....................NORM
30. Exterior Lighting....................AS REQ
31. Temp Controls/Recirc....................SET
32. Radar....................STBY
33. Engine Instruments..........NO FLAGS
34. Rotary Test Selector..........CHECK/OFF
35. CVR/TCAS/EGPWS....................TEST
36. Pitch Trim....................SET T/O
37. ATIS, Clc, FMS....................REC/SET
38. Avionics Button....................AS REQ

***APU Start* (read-do)**

1. APU Master....................ON
2. APU Fail Light....................OFF
3. APU Test....................CHK
4. APU Gen Switch....................OFF
5. APU Bleed Air Switch....................OFF
6. APU Start/Stop Switch....................START
7. APU Relay Engaged..........ON then OFF
8. Ready to Load....................ON
9. APU Generator....................ON
10. APU Ammeter....................CHK
11. APU Bleed Air....................AS REQ

BEFORE START

1. Passenger Brief....................COMPLETE
2. Batt Button....................ON & __Volts
3. GEN Switches....................ON/OFF GPU
4. Avionics Button....................AS REQ
5. EMER Lights....................ARM
6. Parking Brake....................SET
7. Cabin Door....................CLSD/LKD
8. Fuel Qty..........____LBS/ ___REQ
9. Seats/Belts/Harnesses/Pedals..........SET(B)
10. Windows..........CLSD/LCKD (B)
11. Standby Power....................ON
12. Nav & Gnd Recog Lts....................ON
13. CAS....................CHK
14. Ground Dispatch....................OFF
15. APU Max Cool....................OFF

BEFORE TAXI

1. DC Amps & Volts....................CHKD
2. AVIONICS & INTERIOR Buttons..........ON
3. Flight Ctrl/Spd Brks/Flaps..........CHKD
4. Anti-Ice & De-Ice....................AS REQ
5. Pressurization Controller..........DEST SET
6. Avionics Cooling Fans....................CHKD
7. Avionics & Flight Instruments..........SET & CHKD
8. V-Speeds....................SET
9. Altimeters..........SET __.__ (B)
10. Lav Door..........LATCHED OPEN
11. CAS....................CHKD
12. Passenger Safety Switch....................ON

TAXI

1. Brakes & Steering..........CHKD (B)
2. Rudder Bias..........STNARY CHKD
3. Thrust Reversers....................CHKD
4. Engine & Flight Instruments..........CHKD

BEFORE TAKEOFF

1. Flight Directors & Alt Selector..........SET
2. Flaps....................SET
3. Anti-ice/De-ice....................SET
4. Speed Brakes..........RETRACTED
5. Trims....................SET 3X
6. Takeoff Briefing..........COMPLETE
7. Transponder/TCAS..........SET, TA/RA

--------------------*Final Items* *(PM Chal.)*--------------------

8. Parking Brake.......... RELEASED (L)
9. Pitot Static Button..........ON (PM)
10. Exterior Lights..........ON (PM)
11. Radar..........SET (PM)
12. CAS..........CHKD (B)

9.1.4 In-Flight Checklists CE-560XLS+

AFTER TAKEOFF-CLIMB

1. Landing Gear........................UP & LTS OUT (PM)
2. Flaps........................UP (PM)
3. Throttles........................CLB or AS REQ (PM)
4. Yaw Damper........................ENGAGED (PM)
5. Pressurization........................POS DIFF (PM)
6. Exterior Lights........................SET (PM)
7. Anti-Ice / De-ice........................AS REQ (PM)

------------------*Climb Transition Items*---------------------

8. Altimeters........................SET 29.92 (B)
9. RECOG Lights........................OFF
10. Pax Safety Switch........................AS REQ
11. APU........................ SHUTDOWN (>FL300)

CRUISE

1. Throttles........................SET
2. Pressurization........................CHKD
3. Anti-ice / De-ice........................AS REQ
4. Fuel Qty & Balance........................CHKD

DESCENT (TRANSITION DOWN)

1. Altimeters........................SET __.__ (B)
2. APU........................AS REQ
3. Anti-Ice / De-ice........................AS REQ
4. Pressurization........................DEST
5. Pax Safety Switch........................ON/SB
6. RECOG Lights........................ON
7. Seats, Belts, Harnesses........................SET (B)
8. Pax & Lav Door........................BRIEFED

APPROACH

1. Avionics & Flt Instruments........................SET 3X
2. V-Speeds........................SET
3. Minimums........................SET
4. Approach Briefing........................COMPLETE
5. Ignitions........................ON
6. Fuel Crossfeed........................OFF
7. CAS........................CHKD

BEFORE LANDING

1. Landing Gear........................DN, 3 GRN, NO RED (B)
2. Flaps........................35 (PM)
3. Pressurization........................ZERO DIFF (PM)
4. Autopilot & Yaw Damper........................OFF

MISSED APP (2 ENG)

1. Landing Gear........................UP & LTS OUT (PM)
2. Flaps........................UP (PM)
3. Throttles........................SET
4. Pressurization........................SET
5. Anti-Ice / De-Ice........................AS REQ

AFTER LANDING

1. Thrust Reversers........................STOWED
2. Speed Brakes........................RETRACT (PM)
3. Flaps........................UP (PM)
4. Pitot Static Button........................OFF (PM)
5. Anti-Ice & De-ice........................OFF/AS REQ (PM)
6. Ext Lights........................AS REQ (PM)
7. Radar........................STBY PM)
8. Transponder/TCAS........................AS REQ (PM)
9. Flight Plan........................CLOSED (PM)

SHUTDOWN

1. Parking Brake........................SET (L)
2. Flight & Fuel Data........................RECORDED (R)
3. Anti-Ice Systems........................OFF (L)

------------------------*Left Pilot (read-verify)*------------------

4. AVIONICS Button........................OFF
5. Throttles........................CUTOFF
6. Exterior & Pax Safety Lts........................OFF
7. STBY Power Switch........................OFF
8. EMER Lights Switch........................OFF
9. CKPIT RECIRC........................OFF
10. APU........................ AS REQ
11. INTERIOR Button........................OFF or AS REQ
12. BATT Button........................OFF or AS REQ

APU SHUTDOWN *(read-do)*

1. APU Generator & Bleed Air........................AS DESIRED
2. APU STOP Button........................PUSH
3. READY TO LOAD Annun........................EXTINGUISHED
4. APU Generator........................OFF
5. APU Master........................OFF

9.2 Expanded Procedures and Flows

The manufacturer's checklists describe the expanded normal procedures used in this curriculum. The abbreviated checklists are an additional feature to this curriculum and utilized as cockpit checklists per 135.83 to verify accomplishment of critical items contained in the normal procedures. Unless specified, these checklists are used in a challenge-response format to verify that normal procedures have been previously accomplished.

The manufacturer's normal procedures (MNP) are further categorized by this curriculum as 1) Flow Patterns, and 2) Abbreviated Checklist items. Operators utilizing the standardized curriculum are required to use the abbreviated checklists provided in this curriculum, and train with the use of the flow patterns given in this curriculum. Additional operator-specific items may be added to the following abbreviated checklist segments that do not occur in critical phases of flight when FAA-accepted by the operator's POI: Cockpit preparation, before start, climb (transition up), cruise, descent (transition down), after-landing, and shutdown provided the order of checklist items remains fixed. Abbreviated checklist modifications are also permissible for aircraft variations/STC modifications. Additionally, operators may incorporate additional flow procedures in their company-specific SOPs, so as long as they do not conflict with, remove, or re-order any normal procedures described herein.

Abbreviations:
MNP: Manufacturer's Normal Procedures
PIC: Pilot In Command
SIC: Second In Command
LP: Left Pilot
RP: Right Pilot
PF: Pilot Flying
PM: Pilot Monitoring

9.3 Before Start – Expanded Procedures and Flows

LP: Accomplishes <u>cockpit items</u> in the *Before Starting Engines* Procedure *(MNP)*

RP: Accomplishes <u>exterior and cabin items</u> in the *Before Starting Engines* Procedure *(MNP)*. This includes checking the status of wheel chocks, closing and verifying the status of the main cabin door, and providing the passenger briefing.

After the *Before Starting Engines Procedure (MNP)* in the manufacturer's checklist is performed with LP and RP seated, the PIC/LP calls for the BEFORE START CHECKLIST. After completed, the SIC verbalizes "BEFORE START CHECKLIST COMPLETE".

9.4 Starting Engines – Expanded Procedures and Flows

LP: Verbalizes a "**Clear Left**" and await a "**Clear Right**" response from RP prior to starting. LP announces which engine will be started, and signals to line personnel before engaging the starter.

LP Action	Check	LP Callout
	Voltage >24V	***24 volts*** *or* ***28 volts***
Press START button	Fuel Boost ON Annun.	***Left/Right Fuel Boost***
	>8% N2	***8%***
Throttle Idle	IGN annunciator	***Ignition***
	N1 Rotation by 20% N2	***N1***
	Fuel Flow	***Fuel Flow***
	ITT Increasing within 10 sec.	***Light-off***
	ITT peaking at less than 720C	***ITT stable***
	At 45% N2:	***45%***
	Start Relay Light(s) Out Ignition light extinguished Fuel, Oil, Generator, Hydraulic Annun. Extinguished	***Cut-out***

RP's role during the engine start is to monitor engine instruments, ITT, and scan outside the aircraft for any abnormalities (including additional line personnel signals).

AFTER START: LP – Performs the DC Amps & Volts Check specified in the MNP. If the APU was used during the start, command ***APU GENERATOR OFF*** from RP before the generator check is performed, and ***APU GENERATOR ON*** from RP after the check is complete, while verifying proper voltage.

9.5 Before Taxi – Expanded Procedures and Flows

The items in the MNP *Before Taxi* procedure are completed as a flow pattern. After the Avionic Switch is activated by the LP, the division of tasks are normally as follows:

LP –

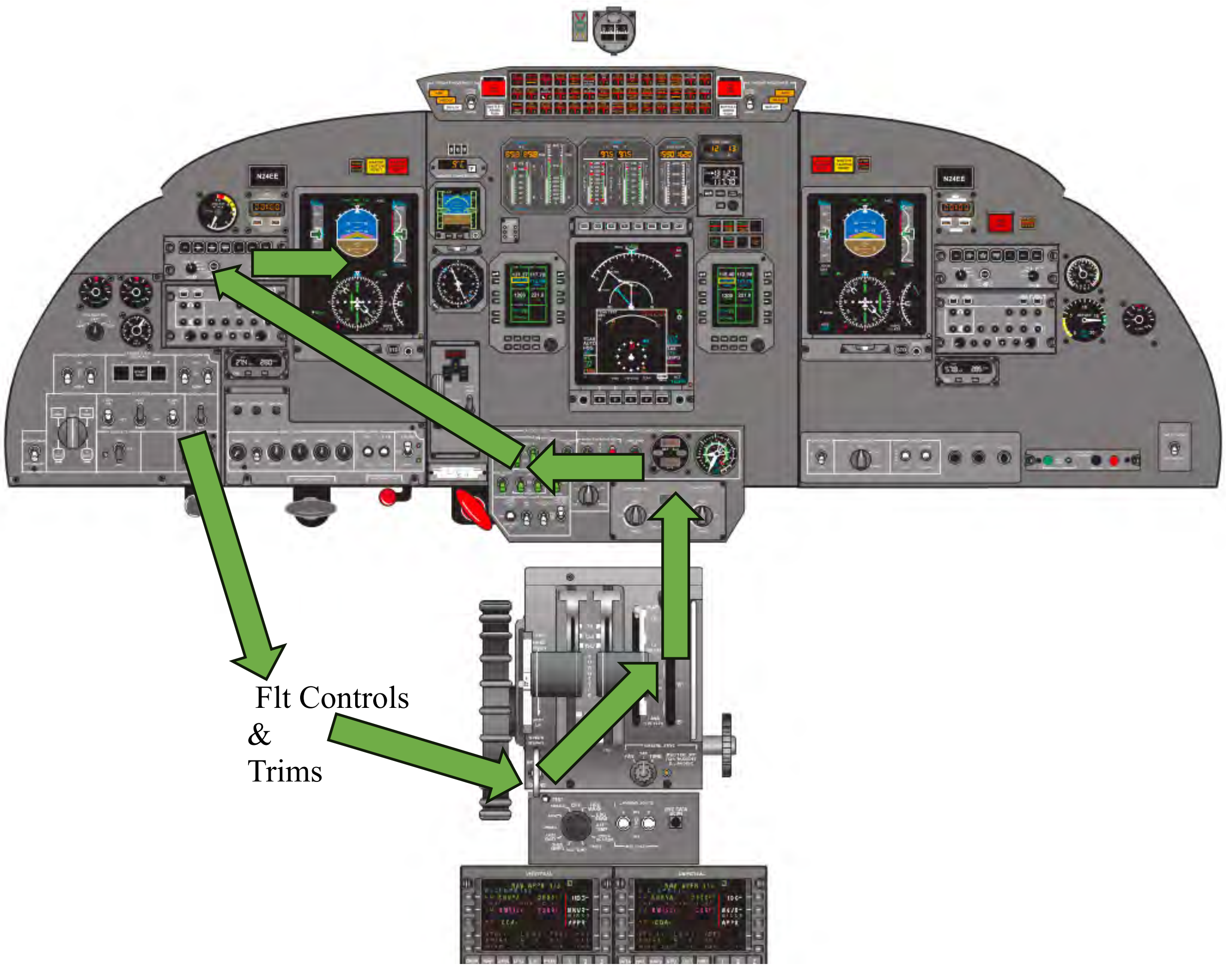
- Checks flight controls, speed brakes, trims, and sets flaps
- Checks rudder bias, if in a safe position on the ramp
- Sets the pressurization controller and ECS.
- Sets the anti-ice, as required
- EFIS and autopilot checks
- Sets Left PFD – TOGA/FD, source and course

RP –

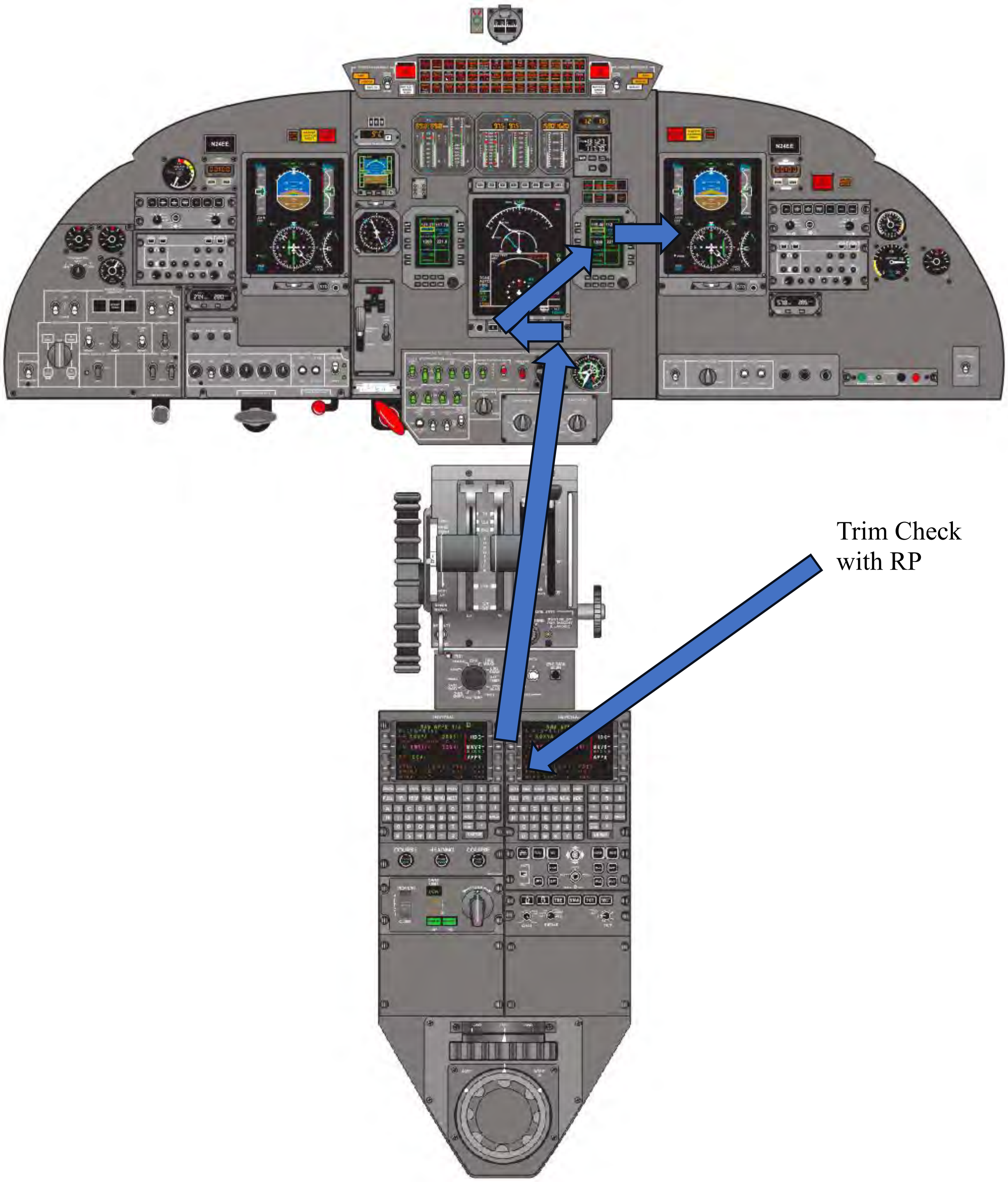
- Completes electric pitch trim functionality test with LP
- Obtains weather and clearance, if not obtained during cockpit preparation.

- Powers and programs the FMS
- Sets the altitude selector to the initial altitude and verbalizes the altitude.
- Sets V-speeds for takeoff and emergency return
- Sets Communication frequencies, navigation frequencies, and transponder.
- Sets Right PFD source and course

Left Pilot Before Taxi Set-up - Basic Flow Pattern (after generator checks complete)



Right Pilot Before Taxi Set-up - Basic Flow Pattern (after generator checks complete)



After completing before taxi flows, the LP calls for the ***BEFORE TAXI CHECKLIST***. RP initiates and completes the checklist in a challenge-response format, and calls ***BEFORE TAXI CHECKLIST COMPLETE***.

9.6 Taxi and Before Takeoff – Expanded Procedures and Flows

LP: Normally taxis the aircraft unless delegated to RP. Accomplishes the *Taxi Procedures (MNP)*. Verbalizes the taxi clearance with the RP and reviews route and hotspots prior to movement. Performs rudder bias check while stationary if unable to accomplish while on the ramp. After completing MNP taxi checks, calls for the ***TAXI CHECKLIST***.

RP: Monitors LP taxi items and responds to LP callouts. Stows thrust reversers and verifies proper lights and annunciators. After completing MNP taxi checks, completes the abbreviated Taxi checklist (unless performing taxi as delegated by LP) and verbalizes ***TAXI CHECKLIST COMPLETE*** upon completion.

The before takeoff checklist is normally performed at any point where the aircraft is stationary prior to departure after taxi items have been completed, with the LP calls for the takeoff checklist and the RP completes the checklist and verbalizes its completion “to the line”. For short taxis, this may be performed while on the ramp after completion of the Before Taxi Checklist.

Takeoff Briefing: The pre-departure takeoff briefing is normally conducted prior to initiating the Before Takeoff Checklist. This may be accomplished prior to taxi, if runway and departure procedures are known. This includes the following, at a minimum, plus any additional operator-specific items required to be briefed:

- Runway
- Initial course/heading (normal and emergency)
- Acceleration height/flap Retraction
- Initial altitude
- Speed restrictions
- Emergency return plan (including airport, approach, and runway)
- Threats & mitigation

9.7 After Takeoff-Climb – Expanded Procedures and Flows

Takeoff and Initial Climb: See published profiles. After gear retraction at 400 AGL, the PF normally commands desired flight director modes.

After flap retraction:

PF: While flying the published aircraft takeoff and climb profile, PF normally commands the following items contained in the After Takeoff/Climb MNP (ex. "FLC 180 knots, Yaw, Lights, and Fans", or "FLC 180, Autopilot, Lights, and Fans")

PM: Sets the following items on the After Takeoff/Climb MNP after PF command

- Autopilot modes – Adjust FLC airspeed if directed by PF
- Autopilot and/or Yaw Damper – Engage (verbalize "Autopilot Engaged" or "Yaw Damper Engaged")
- Landing Lights – to REC position
- Engine Sync – Engaged (FAN)
- Confirm flap position indicator and annunciators

Additionally, PM will monitor annunciators after flap retraction and confirm when annunciators are clear prior to acceleration in order to ensure correct horizontal stabilizer position. After acceleration and any high workload periods, the PF calls for the ***AFTER TAKEOFF CHECKLIST*** per published standardizations.

Climb Flow Items performed by PM after flap retraction (and FLC mode set)

Transition Altitude: Upon reaching transition altitude the PF sets his/her altimeter to 29.92 and PM sets his/her altimeter and the standby altimeter, and completes the abbreviated ***CLIMB – Transition Up*** Checklist.

9.8 Descent – Expanded Procedures and Flows

AFM limitations allow the APU to be started below FL200. Prior to transition altitude, passenger service items should be completed prior to checklist initiation. The PM will check and brief passengers at a safe altitude above transition level, as required, on the following items (as a flow):

- Lavatory Door – Ensure latched open
- Passenger Seatbelts/shoulder harnesses – Ensure secure
- Passenger Seats – Ensure upright, outboard, with tray tables stowed prior to landing.

The ***DESCENT*** *(Transition Down)* ***Checklist*** is performed upon passing through FL180.

9.9 Approach – Expanded Procedures and Flows

Prior to completing the approach checklist, the following is performed:

PM:

- Obtains destination weather (ATIS, AWOS/ASOS)
- Builds the approach in the FMS when commanded by the PIC
- Sets NAV radios to appropriate frequencies for the approach with appropriate green needle course, when applicable
- Bugs approach minimums (DA/MDA) on PFD
- Bugs approach and landing speeds (VREF and VAPP)

PF:

- Command PM to build approach on PFD, or builds approach using a positive exchange of flight controls.
- Sets PFD "green needle" course (if approach is not coupled to FMS).
- Bugs approach minimums (DA/MDA) on PFD
- Briefs approach, using positive exchange of flight controls

Per the MNP and published standardizations, flaps are extended (normally to 15 degrees) in the approach phase below 200 KIAS, prior to the FAF.

If PF is hand-flying the aircraft, PM performs all PF items above at direction of PF. The abbreviated ***APPROACH CHECKLIST*** is performed after runway assignment and approaches are set-up and briefed per MNP, with the exception of passenger items, which are normally performed at or above transition altitude when possible. For shorter segments at lower altitudes, the passenger items are briefed prior to departure and the Passenger Safety Switch normally remains on for the duration of the flight.

9.10 Before Landing – Expanded Procedures and Flows

Per the MNP, and aircraft limitations the autopilot and yaw must be disengaged before the published minimum altitudes, and speed brakes must be retracted by 50'. The other required configuration items are checked and verbalized using the abbreviated ***BEFORE LANDING CHECKLIST.***

9.11 After Landing – Expanded Procedures and Flows

After landing, avoid making any configuration changes on the runway. After the following flows are performed, the abbreviated ***BEFORE LANDING CHECKLIST*** is performed by the PM (normally RP) to verify items are accomplished.

LP:

- Sets ignitions to NORM
- Switches pitot-static heat to OFF

PM:

- Performs all other items per MNP

9.12 Go Around (2 Engine) – Expanded Procedures and Flows

The MNP and SOPs describe the normal procedure for the go-around. The Missed Approach (2 eng) abbreviated checklist is performed after the MNP items are complete, including the flows described below. After the initial climb is established with gear retracted (and flaps retracted to 15 degrees), the following actions are taken:

PF:

- Ensures correct PFD Source - NAV or FMS
- Commands "Engage NAV" or "Engage HDG" as required for lateral guidance (and FLC, if desired)
- Commands Autopilot Engagement, if desired.
- Per SOPs at acceleration altitude, commands "flaps up".

PM:

- Confirms autopilot missed approach altitude
- Sets PFD Source – NAV or FMS
- Engages NAV or HDG flight director modes
- Engages Autopilot/Yaw Damper per PF

- Calls acceleration altitude and retracts flaps at PF command, and monitor annunciators
- Reports the missed approach to ATC

9.13 Shutdown – Expanded Procedures and Flows

Engine shutdown is performed per MNP. The parking brake is first set by the LP. After challenge-response items are accomplished in the abbreviated checklist, the LP performs the MNP as a flow, then verifies the remaining abbreviated checklist items in a read-verify format

Appendix 1. Briefings

1 General

Briefings enhance standardization and open communication channels between Crewmembers by setting expectations and encouraging all Crewmembers to participate and act as a team. Effective communication requires both input and feedback. The ultimate objective is for the Crew to know and understand the operation, not just cover bullet items of the briefings. It is up the Crew to decide, in your professional judgement, what needs to be discussed in any given situation.

Briefings also conduct relevant information in an interactive and collaborative manner, providing each crewmember the opportunity to give input. Broader perspective and items are included below, however the following format will be followed when conducting a TPC briefing:

- **Threats.** Reference the Threat table (in the TPC (EXPANDED POLICY), below). This list is not all inclusive, but it is directed towards the most common Safety needs, and Operational Risks These will change as threats change and are to be used as a starting point.
- **Plans.** Brief relevant Plan items. These are listed on Normal Procedures Checklist as they are more likely to be relevant.
- **Considerations.** Considerations are how the crew will close the loop and pick up anything that did not fit in the aforementioned "Threats and Plans."

Re-brief as necessary any changes to items previously briefed and encourage other Crewmembers to verbalize deviations from the briefed plan.

2 TPC (Expanded Policy)

2.1 Threats

A general list of common threats applicable to flight operations is listed in Figure 1-1. This list is not all inclusive but is comprised of common industry safety and operational risks.

These risks may change as threats are identified, reported, and analyzed by the TSWG through operator's voluntary ASAP and SMS reporting.

THREATS		
AIRPORT/RUNWAY	**ATC**	**OPS/DISPATCH/MX**
☐ Contamination	☐ Clearance changes	☐ Schedule pressure
☐ Construction	☐ Departure/arrival	☐ Open squawks
☐ Hotspots	☐ Runway changes	☐ Release changes
ADVERSE WX	**AIRCRAFT**	**ENVIRONMENT**
☐ Visibility	☐ Systems	☐ Terrain (GPWS)
☐ Cold/hot	☐ MELs	☐ Night operations
☐ Winds	☐Automation	☐Traffic (TCAS)
☐ Turbulence/precip	☐ Performance	☐ Uncontrolled airport
GROUND/FBO	**PHYSIOLOGY**	**CABIN/SERVICE**
☐ Catering	☐ Fatigue	☐ Passengers
☐Wing walkers	☐ Situational awareness	☐Technology (WiFi)
☐ Delays	☐ Nutrition	☐Stock/cleaning

2.2 Plan

The PF should collaborate with the PM on designing a plan to mitigate each identified threat. Briefings will then include any relevant Plan strategies.

2.3 Considerations

Considerations are discussed to close the loop between identified Threats and expected Plan(s) of action to either:

- Identify any items that were not previously included in the Threats and Plan discussion
- Identify any new threats introduced with the plan strategy(ies)

Re-brief as necessary any changes to items previously briefed and encourage other non-flying flight crewmembers (when available) to verbalize deviations from the briefed plan.

Appendix C – CE-560XL Learning Objectives

CE-560XL Standardized Curriculum

1 Overview – CE-560XL Course 1

1.1 Course 1 Training Hours Summary

CE-560XL COURSE 1	
Day 1	**Planned Hours**
Aircraft General	1.0
Aircraft Manuals	1.0
Auxiliary Power Unit	1.0
Electrical	3.0
Powerplant	2.0
Day 2	**Planned Hours**
Oil System	0.5
Fuel System	1.5
Hydraulic System	1.0
Landing Gear and Brakes	1.5
Thrust Reverse	1.0
Pneumatic and Environmental Systems	2.5
Day 3	**Planned Hours**
Avionics	8.0
Day 4	**Planned Hours**
Ice Protection	1.7
Oxygen	1.0
Pitot-static System	0.8
Flight Controls	3.0
Fire and Smoke Detection Protection and Suppression	1.5
Day 5	**Planned Hours**
Lighting	0.8
Flight Profiles and Maneuvers	2.0
CRM	4.0
Windshear	1.0
Day 6	**Planned Hours**
Weight and Balance	1.0
Flight Planning and Performance	3.0
MEL and CDL	0.5
Preflight	2.5
Ground School Completion Exam	1.0
Day 7	**Planned Hours**
SIT 1*	
Day 8	**Planned Hours**
SIT 2*	

CE-560XL COURSE 1	
Day 1	**Planned Hours**
Day 9	**Planned Hours**
SIT 3*	

1.2 Course 2 Training Hours Summary

CE-560XL COURSE 2	
Day 1	**Planned Hours**
Aircraft Manuals	0.25
MEL and CDL	0.25
CRM	1.00
Aircraft General	0.75
Weight and Balance	1.00
Flight Planning and Performance	1.00
Flight Profiles and Maneuvers	0.50
Avionics and Communications	1.50
Windshear	0.25
Lighting	0.25
Auxiliary Power Unit	0.25
Electrical System	1.00
Day 2	**Planned Hours**
Avionics and Communications	0.50
Powerplant	1.00
Oil System	0.25
Thrust Reverse	0.50
Fuel System	0.50
Hydraulic System	0.50
Landing Gear and Brakes	0.50
Fire and Smoke Detection, Protection and Suppression	0.50
Flight Controls	0.75
Pneumatic and Environmental Systems	1.50
Pitot-static System	0.25
Ice Protection	0.50
Oxygen	0.25
Ground School Completion Exam	0.50

2 Ground School Learning Objectives – Course 1

2.1 Course 1 – Ground School Learning Objectives

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft General, Water and Waste	Understand installed equipment and furnishings	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft General, Water and Waste	Understand Crew and Passenger Emergency Equipment - survival gear	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft General, Water and Waste	Understand Crew and Passenger Emergency Equipment - emergency exits	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft General, Water and Waste	Understand Crew and Passenger Emergency Equipment - emergency exits	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft General, Water and Waste	Understand Crew and Passenger Emergency Equipment - emergency exits	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft General, Water and Waste	Understand Crew and Passenger Emergency Equipment - emergency exits	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft General, Water and Waste	Understand evacuation procedures and crew duties	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft General, Water and Waste	Understand Crew and Passenger Emergency Equipment - emergency exits	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft General, Water and Waste	Understand Crew and Passenger Emergency Equipment - emergency exits	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft General, Water and Waste	Understand Crew and Passenger Emergency Equipment - emergency exits	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft General, Water and Waste	Understand Crew and Passenger Emergency Equipment - emergency exits	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft General, Water and Waste	Understand evacuation procedures and crew duties	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft General, Water and Waste	Understand Specific Flight Characteristics	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft General, Water and Waste	Understand Specific Flight Characteristics	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Crew and Passenger Emergency Equipment - emergency exits	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Electrical System - batteries	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Electrical System - alternators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Electrical System - generators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Electrical System - circuit breakers and protection devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Electrical System - controls	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Electrical System - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Electrical System - external and auxiliary power sources. (ground power and APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Lighting	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Pitot Static System - associated instruments and the power source for those flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Pitot Static System - Operation and power sources for other flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Avionics and communications - autopilot	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Avionics and communications - Electronic Flight Instrument Systems (EFIS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Avionics and communications - Radar	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Avionics and communications - ground-based navigation systems and components	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Avionics and communications - transponder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Avionics and communications - ADS – Contract (ADS-C)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Avionics and communications - terrain awareness/warning/alert systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Avionics and communications - indicating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Avionics and communications - emergency locator transmitter.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Powerplant - turbine wheels	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Powerplant - compressors	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Powerplant - deicing, anti-icing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Powerplant - controls and indications	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Powerplant - oil system capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Powerplant - allowable types of oil	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Powerplant - allowable types of oil	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Powerplant - thrust reverse	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Fire & smoke detection, protection, and suppression - powerplant	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Fire & smoke detection, protection, and suppression - lavatory	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Fuel system - capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Fuel system - drains	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Fuel system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Fuel system - controls and indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Fuel system - fuel substitutions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Fuel system - cross-feeding	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Fuel system - transferring	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Fuel system - jettison	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Fuel system - fuel grade	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Fuel system - additives	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Fuel system - fueling and defueling procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Hydraulic system - capacity	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Hydraulic system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Hydraulic system - pressure	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Hydraulic system - reservoirs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Hydraulic system - allowable types of fluid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Hydraulic system - regulators/accumulators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Landing Gear - extension/retraction system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Landing Gear - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Landing Gear - brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Landing Gear - antiskid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Landing Gear - tires	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Landing Gear - nosewheel steering	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Landing Gear - shock absorbers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Flight Controls - Ailerons	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Flight Controls - elevator	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Flight Controls - rudder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Flight Controls - control tabs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Flight Controls - control boost/augmentation systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Flight Controls - flaps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Flight Controls - leading edge devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Flight Controls - speed brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Flight Controls - trim systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Ice Protection - anti-ice & de-ice.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Ice Protection - pitot-static system protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Ice Protection windshield	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Ice Protection airfoil surfaces	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Pneumatic and environmental system - heating, cooling, ventilation	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Pneumatic and environmental system - pressurization	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Pneumatic and environmental system - supply for ice protection systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Crew and Passenger Equipment - oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Crew and Passenger Equipment - passenger oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Envelope protection—angle of attack warning and protection and speed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Avionics and communications - GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Auxiliary Power Unit	Understand Auxiliary Power Unit (APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Auxiliary Power Unit	Understand Auxiliary Power Unit (APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Auxiliary Power Unit	Understand Auxiliary Power Unit (APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Auxiliary Power Unit	Understand Auxiliary Power Unit (APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Auxiliary Power Unit	Understand Auxiliary Power Unit (APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Auxiliary Power Unit	Understand Auxiliary Power Unit (APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Auxiliary Power Unit	Understand Auxiliary Power Unit (APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Auxiliary Power Unit	Understand Auxiliary Power Unit (APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Auxiliary Power Unit	Understand Auxiliary Power Unit (APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Auxiliary Power Unit	Understand Auxiliary Power Unit (APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Auxiliary Power Unit	Understand Auxiliary Power Unit (APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - autopilot	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - autopilot	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - autopilot	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - autopilot	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - autopilot	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - autopilot	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Electronic Flight Instrument Systems (EFIS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Electronic Flight Instrument Systems (EFIS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Electronic Flight Instrument Systems (EFIS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Electronic Flight Instrument Systems (EFIS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Radar	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Radar	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Radar	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Radar	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Radar	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - transponder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - transponder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - transponder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - transponder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - transponder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - transponder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - ADS – Contract (ADS-C)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - ADS – Contract (ADS-C)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - ADS – Contract (ADS-C)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - ADS – Contract (ADS-C)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - ADS – Contract (ADS-C)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - ADS – Contract (ADS-C)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - terrain awareness/warning/alert systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - terrain awareness/warning/alert systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - terrain awareness/warning/alert systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - terrain awareness/warning/alert systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - terrain awareness/warning/alert systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - terrain awareness/warning/alert systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - indicating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - indicating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - indicating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - indicating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - indicating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - indicating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - emergency locator transmitter.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - emergency locator transmitter.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - emergency locator transmitter.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - emergency locator transmitter.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - emergency locator transmitter.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - emergency locator transmitter.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Envelope protection—angle of attack warning and protection and speed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Envelope protection—angle of attack warning and protection and speed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Envelope protection—angle of attack warning and protection and speed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Envelope protection—angle of attack warning and protection and speed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Envelope protection—angle of attack warning and protection and speed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Envelope protection—angle of attack warning and protection and speed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - autopilot	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - autopilot	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - autopilot	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - autopilot	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Electronic Flight Instrument Systems (EFIS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Electronic Flight Instrument Systems (EFIS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Electronic Flight Instrument Systems (EFIS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Electronic Flight Instrument Systems (EFIS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Radar	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Radar	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Radar	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Radar	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - transponder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - transponder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - transponder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - transponder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - ADS – Contract (ADS-C)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - ADS – Contract (ADS-C)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - ADS – Contract (ADS-C)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - ADS – Contract (ADS-C)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - terrain awareness/warning/alert systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - terrain awareness/warning/alert systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - terrain awareness/warning/alert systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - terrain awareness/warning/alert systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - indicating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - indicating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - indicating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - indicating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - emergency locator transmitter.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - emergency locator transmitter.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - emergency locator transmitter.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - emergency locator transmitter.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Envelope protection—angle of attack warning and protection and speed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Envelope protection—angle of attack warning and protection and speed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Envelope protection—angle of attack warning and protection and speed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Envelope protection—angle of attack warning and protection and speed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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Avionics and Communications	Understand Avionics and communications - GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

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Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and Communications - Instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and Communications - Supporting Systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and Communications - Instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems - TCAS Failure procedure	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

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CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - autopilot EDM mode	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - autopilot EDM mode	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - autopilot EDM mode	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - autopilot EDM mode	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - autopilot EDM mode	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - autopilot EDM mode	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - autopilot EDM mode	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - autopilot EDM mode	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - autopilot EDM mode	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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Avionics and Communications	Understand Avionics and communications - autopilot EDM mode	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - autopilot EDM mode	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - CPDLC	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - CPDLC	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - CPDLC	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - CPDLC	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - CPDLC	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - CPDLC	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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Avionics and Communications	Understand Avionics and communications - CPDLC	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - CPDLC	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - CPDLC	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - CPDLC	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - synthetic vision system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - synthetic vision system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - synthetic vision system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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Avionics and Communications	Understand Avionics and communications - synthetic vision system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - synthetic vision system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - synthetic vision system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - synthetic vision system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - synthetic vision system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
CRM/SRM	Understand Mitigating Risks of an Incorrect Airport Surface Approach and Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
CRM/SRM	Understand Crew Resource Management (CRM)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
CRM/SRM	Understand Crew Resource Management (CRM)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
CRM/SRM	Understand Crew Resource Management (CRM)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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CRM/SRM	Understand Crew Resource Management (CRM)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
CRM/SRM	Understand Crew Resource Management (CRM)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - batteries	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - batteries	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - batteries	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - batteries	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - batteries	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - batteries	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - alternators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - alternators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - alternators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - alternators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - alternators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - generators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - generators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - generators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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Electrical System	Understand Electrical System - generators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - generators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - circuit breakers and protection devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - circuit breakers and protection devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - circuit breakers and protection devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - circuit breakers and protection devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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Electrical System	Understand Electrical System - circuit breakers and protection devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - controls	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - controls	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - controls	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - external and auxiliary power sources. (ground power and APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - external and auxiliary power sources. (ground power and APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - external and auxiliary power sources. (ground power and APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - batteries	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - batteries	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - batteries	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - batteries	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - alternators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - alternators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - alternators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - alternators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - generators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - generators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - generators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - generators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - circuit breakers and protection devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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Electrical System	Understand Electrical System - circuit breakers and protection devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - controls	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - controls	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - controls	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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Electrical System	Understand Electrical System - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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Electrical System	Understand Electrical System - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - external and auxiliary power sources. (ground power and APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - external and auxiliary power sources. (ground power and APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - external and auxiliary power sources. (ground power and APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - external and auxiliary power sources. (ground power and APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - powerplant	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - powerplant	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - powerplant	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - powerplant	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - powerplant	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - powerplant	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - lavatory	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - lavatory	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - lavatory	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - lavatory	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - lavatory	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - lavatory	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - powerplant	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - powerplant	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - powerplant	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - powerplant	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - lavatory	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - lavatory	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - lavatory	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - lavatory	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand flight operations in icing conditions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - Ailerons	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - Ailerons	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - Ailerons	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - Ailerons	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - Ailerons	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - Ailerons	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - elevator	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - elevator	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - elevator	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - elevator	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - elevator	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - elevator	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - rudder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - rudder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - rudder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - rudder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - rudder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - rudder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - control tabs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - control tabs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - control tabs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - control tabs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - control tabs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - control tabs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - control boost/augmentation systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - control boost/augmentation systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - control boost/augmentation systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - control boost/augmentation systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - control boost/augmentation systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - control boost/augmentation systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - flaps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - flaps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - flaps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - flaps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - flaps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - flaps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - speed brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - speed brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - speed brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - speed brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - speed brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - speed brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - trim systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - trim systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - trim systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - trim systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - trim systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - trim systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - Ailerons	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - Ailerons	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - Ailerons	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - Ailerons	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - elevator	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - elevator	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - elevator	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - elevator	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - rudder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - rudder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - rudder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - rudder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - control tabs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - control tabs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - control tabs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - control tabs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - control boost/augmentation systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - control boost/augmentation systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - control boost/augmentation systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - control boost/augmentation systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - flaps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - flaps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - flaps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - flaps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - leading edge devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - leading edge devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - leading edge devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - leading edge devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - speed brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - speed brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - speed brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - speed brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - trim systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - trim systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - trim systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - trim systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand flight controls - underspeed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand flight controls - underspeed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand flight controls - underspeed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand flight controls - underspeed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand flight controls - underspeed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand flight controls - underspeed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand flight controls - underspeed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand flight controls - underspeed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand flight controls - underspeed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand flight controls - underspeed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand flight controls - underspeed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand flight controls - underspeed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand ground operations in icing conditions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining landing performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining landing performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand Runway assessment and condition reporting and use of the Runway Condition Assessment Matrix (RCAM).	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Runway assessment and condition reporting and use of the Runway Condition Assessment Matrix (RCAM).	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining takeoff performance (e.g., balance field length, VMCG) per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining takeoff performance (e.g., balance field length, VMCG) per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining takeoff performance (e.g., balance field length, VMCG) per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining cruise performance (e.g., optimum and maximum operating altitudes) per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining cruise performance (e.g., optimum and maximum operating altitudes) per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining cruise performance (e.g., optimum and maximum operating altitudes) per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining descent performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining descent performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining descent performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining landing performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining landing performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining landing performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining performance with an inoperative powerplant for all phases of flight per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining performance with an inoperative powerplant for all phases of flight per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining performance with an inoperative powerplant for all phases of flight per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining fuel requirements per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining fuel requirements per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining fuel requirements per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Runway assessment and condition reporting and use of the Runway Condition Assessment Matrix (RCAM).	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Runway assessment and condition reporting and use of the Runway Condition Assessment Matrix (RCAM).	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining takeoff performance (e.g., balance field length, VMCG) per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining takeoff performance (e.g., balance field length, VMCG) per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining takeoff performance (e.g., balance field length, VMCG) per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining takeoff performance (e.g., balance field length, VMCG) per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining takeoff performance (e.g., balance field length, VMCG) per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining cruise performance (e.g., optimum and maximum operating altitudes) per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining cruise performance (e.g., optimum and maximum operating altitudes) per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining cruise performance (e.g., optimum and maximum operating altitudes) per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining cruise performance (e.g., optimum and maximum operating altitudes) per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining cruise performance (e.g., optimum and maximum operating altitudes) per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining descent performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining descent performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining descent performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining descent performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining descent performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining landing performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining landing performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining landing performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining landing performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining landing performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining performance with an inoperative powerplant for all phases of flight per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining performance with an inoperative powerplant for all phases of flight per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining performance with an inoperative powerplant for all phases of flight per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining performance with an inoperative powerplant for all phases of flight per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining performance with an inoperative powerplant for all phases of flight per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining fuel requirements per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining fuel requirements per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining weight and balance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining weight and balance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand Runway assessment and condition reporting and use of the Runway Condition Assessment Matrix (RCAM).	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Conduct Rejected Takeoff	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Conduct Rejected Takeoff	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Conduct Rejected Takeoff	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Conduct Rejected Takeoff	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Avionics and communications - RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand Avionics and communications - GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Avionics and Communications - Instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Missed Approach	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand determining landing performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand determining landing performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand determining landing performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand determining takeoff performance (e.g., balance field length, VMCG) per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining cruise performance (e.g., optimum and maximum operating altitudes) per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand determining descent performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand determining landing performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand determining performance with an inoperative powerplant for all phases of flight per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Rejected Takeoff	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Rejected Takeoff	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Rejected Takeoff	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Rejected Takeoff	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Conduct Rejected Takeoff	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Specific Flight Characteristics	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand Mitigating Risks of an Incorrect Airport Surface Approach and Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Specific Flight Characteristics	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Stall Prevention and Recovery Scenario per AC120-109A	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Missed Approach - OEI	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Emergency Procedure - EGPWS escape maneuver	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Conduct Emergency Procedure - EGPWS escape maneuver	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - drains	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - drains	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - drains	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - drains	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - drains	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - drains	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - controls and indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - controls and indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - controls and indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - controls and indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - controls and indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - controls and indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fuel substitutions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fuel substitutions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - fuel substitutions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fuel substitutions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fuel substitutions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fuel substitutions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - cross-feeding	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - cross-feeding	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - cross-feeding	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - cross-feeding	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - cross-feeding	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - cross-feeding	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - transferring	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - transferring	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - transferring	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - transferring	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - transferring	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - transferring	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fuel grade	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fuel grade	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - fuel grade	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fuel grade	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fuel grade	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fuel grade	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - additives	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - additives	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - additives	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - additives	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - additives	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - additives	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fueling and defueling procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fueling and defueling procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fueling and defueling procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fueling and defueling procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fueling and defueling procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fueling and defueling procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - drains	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - drains	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - drains	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - drains	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - controls and indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - controls and indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - controls and indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - controls and indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fuel substitutions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fuel substitutions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fuel substitutions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fuel substitutions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - cross-feeding	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - cross-feeding	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - cross-feeding	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - cross-feeding	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - transferring	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - transferring	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - transferring	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - transferring	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - jettison	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - jettison	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - jettison	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - jettison	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fuel grade	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fuel grade	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fuel grade	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fuel grade	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - additives	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - additives	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - additives	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - additives	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fueling and defueling procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fueling and defueling procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fueling and defueling procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fueling and defueling procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - capacity	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - capacity	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - capacity	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Hydraulic System	Understand Hydraulic system - capacity	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - capacity	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - capacity	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Hydraulic System	Understand Hydraulic system - pressure	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - pressure	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - pressure	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - pressure	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - pressure	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - pressure	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - reservoirs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - reservoirs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - reservoirs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Hydraulic System	Understand Hydraulic system - reservoirs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - reservoirs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - reservoirs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - allowable types of fluid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - allowable types of fluid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - allowable types of fluid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - allowable types of fluid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - allowable types of fluid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - allowable types of fluid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Hydraulic System	Understand Hydraulic system - regulators/accumulators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - regulators/accumulators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - regulators/accumulators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - regulators/accumulators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - regulators/accumulators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - regulators/accumulators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - capacity	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - capacity	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - capacity	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Hydraulic System	Understand Hydraulic system - capacity	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - pressure	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - pressure	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - pressure	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - pressure	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Hydraulic System	Understand Hydraulic system - reservoirs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - reservoirs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - reservoirs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - reservoirs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - allowable types of fluid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - allowable types of fluid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - allowable types of fluid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - allowable types of fluid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - regulators/accumulators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Hydraulic System	Understand Hydraulic system - regulators/accumulators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - regulators/accumulators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - regulators/accumulators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand ground operations in icing conditions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand ground operations in icing conditions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand ground operations in icing conditions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand ground operations in icing conditions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand ground operations in icing conditions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand ground operations in icing conditions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand ground operations in icing conditions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand ground operations in icing conditions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand ground operations in icing conditions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand ground operations in icing conditions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection - anti-ice & de-ice.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection - anti-ice & de-ice.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection - anti-ice & de-ice.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection - anti-ice & de-ice.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection - anti-ice & de-ice.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand Ice Protection - anti-ice & de-ice.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection - pitot-static system protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection - pitot-static system protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection - pitot-static system protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection - pitot-static system protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection - pitot-static system protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection windshield	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection windshield	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection windshield	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand Ice Protection windshield	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection windshield	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection windshield	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection airfoil surfaces	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection airfoil surfaces	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection airfoil surfaces	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection airfoil surfaces	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection airfoil surfaces	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection airfoil surfaces	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand Ice Protection - anti-ice & de-ice.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection - anti-ice & de-ice.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection - anti-ice & de-ice.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection - anti-ice & de-ice.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection - pitot-static system protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection - pitot-static system protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection - pitot-static system protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection - pitot-static system protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection windshield	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand Ice Protection windshield	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection windshield	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection windshield	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection airfoil surfaces	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection airfoil surfaces	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection airfoil surfaces	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection airfoil surfaces	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand ground operations in icing conditions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand ground operations in icing conditions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand ground operations in icing conditions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand ground operations in icing conditions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - extension/retraction system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - extension/retraction system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - extension/retraction system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - extension/retraction system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - extension/retraction system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - extension/retraction system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand Landing Gear - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand Landing Gear - brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - antiskid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - antiskid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - antiskid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - antiskid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - antiskid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - antiskid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - tires	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand Landing Gear - tires	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - tires	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - tires	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - tires	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - tires	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - nosewheel steering	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - nosewheel steering	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - nosewheel steering	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - nosewheel steering	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand Landing Gear - nosewheel steering	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - nosewheel steering	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - shock absorbers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - shock absorbers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - shock absorbers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - shock absorbers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - shock absorbers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - shock absorbers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - extension/retraction system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand Landing Gear - extension/retraction system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - extension/retraction system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - extension/retraction system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand Landing Gear - brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - antiskid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - antiskid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - antiskid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - antiskid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - tires	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - tires	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - tires	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand Landing Gear - tires	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - nosewheel steering	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - nosewheel steering	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - nosewheel steering	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - nosewheel steering	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - shock absorbers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - shock absorbers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - shock absorbers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - shock absorbers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Lighting	Understand Lighting	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Lighting	Understand Lighting	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Lighting	Understand Lighting	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Lighting	Understand Lighting	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Lighting	Understand Lighting	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Lighting	Understand Lighting	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Lighting	Understand Lighting	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Lighting	Understand Lighting	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Lighting	Understand Lighting	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Lighting	Understand Lighting	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Crew and Passenger Emergency Equipment - emergency exits	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Electrical System - alternators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Electrical System - generators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Electrical System - circuit breakers and protection devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Electrical System - controls	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Electrical System - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Electrical System - external and auxiliary power sources. (ground power and APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Lighting	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Pitot Static System - associated instruments and the power source for those flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Pitot Static System - Operation and power sources for other flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Avionics and communications - autopilot	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Avionics and communications - Electronic Flight Instrument Systems (EFIS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Avionics and communications - Radar	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Avionics and communications - ground-based navigation systems and components	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Avionics and communications - transponder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Avionics and communications - ADS – Contract (ADS-C)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Avionics and communications - terrain awareness/warning/alert systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Avionics and communications - indicating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Avionics and communications - emergency locator transmitter.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Powerplant - turbine wheels	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Powerplant - compressors	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Powerplant - deicing, anti-icing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Powerplant - controls and indications	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Powerplant - oil system capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Powerplant - allowable types of oil	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Powerplant - thrust reverse	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Auxiliary Power Unit (APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Fire & smoke detection, protection, and suppression - powerplant	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Fire & smoke detection, protection, and suppression - lavatory	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Fuel system - capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Fuel system - drains	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Fuel system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Fuel system - controls and indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Fuel system - fuel substitutions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Fuel system - cross-feeding	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Fuel system - transferring	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Fuel system - jettison	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Fuel system - fuel grade	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Fuel system - additives	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Fuel system - fueling and defueling procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Hydraulic system - capacity	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Hydraulic system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Hydraulic system - pressure	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Hydraulic system - reservoirs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Hydraulic system - allowable types of fluid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Hydraulic system - regulators/accumulators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Landing Gear - extension/retraction system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Landing Gear - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Landing Gear - brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Landing Gear - antiskid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Landing Gear - tires	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Landing Gear - nosewheel steering	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Landing Gear - shock absorbers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Flight Controls - Ailerons	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Flight Controls - elevator	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Flight Controls - rudder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Flight Controls - control tabs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Flight Controls - control boost/augmentation systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Flight Controls - flaps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Flight Controls - leading edge devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Flight Controls - speed brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Flight Controls - trim systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Ice Protection - anti-ice & de-ice.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Ice Protection - pitot-static system protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Ice Protection windshield	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Ice Protection airfoil surfaces	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Pneumatic and environmental system - heating, cooling, ventilation	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Pneumatic and environmental system - pressurization	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Pneumatic and environmental system - supply for ice protection systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Crew and Passenger Equipment - oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Crew and Passenger Equipment - passenger oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Envelope protection—angle of attack warning and protection and speed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oil System	Understand Powerplant - oil system capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oil System	Understand Powerplant - oil system capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Oil System	Understand Powerplant - allowable types of oil	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oil System	Understand Powerplant - allowable types of oil	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oil System	Understand Powerplant - allowable types of oil	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Oxygen	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Oxygen	Understand Crew and Passenger Equipment - passenger oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - passenger oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - passenger oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - passenger oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - passenger oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - passenger oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Oxygen	Understand Crew and Passenger Equipment - oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Oxygen	Understand Crew and Passenger Equipment - passenger oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - passenger oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - passenger oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - passenger oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pitot-static System	Understand Pitot Static System - associated instruments and the power source for those flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pitot-static System	Understand Pitot Static System - associated instruments and the power source for those flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pitot-static System	Understand Pitot Static System - associated instruments and the power source for those flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pitot-static System	Understand Pitot Static System - associated instruments and the power source for those flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pitot-static System	Understand Pitot Static System - associated instruments and the power source for those flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pitot-static System	Understand Pitot Static System - associated instruments and the power source for those flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pitot-static System	Understand Pitot Static System - Operation and power sources for other flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pitot-static System	Understand Pitot Static System - Operation and power sources for other flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pitot-static System	Understand Pitot Static System - Operation and power sources for other flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pitot-static System	Understand Pitot Static System - Operation and power sources for other flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pitot-static System	Understand Pitot Static System - Operation and power sources for other flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pitot-static System	Understand Pitot Static System - Operation and power sources for other flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pitot-static System	Understand Pitot Static System - associated instruments and the power source for those flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pitot-static System	Understand Pitot Static System - associated instruments and the power source for those flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pitot-static System	Understand Pitot Static System - associated instruments and the power source for those flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pitot-static System	Understand Pitot Static System - associated instruments and the power source for those flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pitot-static System	Understand Pitot Static System - Operation and power sources for other flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pitot-static System	Understand Pitot Static System - Operation and power sources for other flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pitot-static System	Understand Pitot Static System - Operation and power sources for other flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pitot-static System	Understand Pitot Static System - Operation and power sources for other flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pneumatic and Environmental Systems	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - heating, cooling, ventilation	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - heating, cooling, ventilation	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - heating, cooling, ventilation	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - heating, cooling, ventilation	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - heating, cooling, ventilation	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - heating, cooling, ventilation	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - pressurization	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - pressurization	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - pressurization	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - pressurization	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - pressurization	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - pressurization	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - supply for ice protection systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - supply for ice protection systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - supply for ice protection systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - supply for ice protection systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - supply for ice protection systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - supply for ice protection systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pneumatic and Environmental Systems	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - heating, cooling, ventilation	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - heating, cooling, ventilation	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - heating, cooling, ventilation	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - heating, cooling, ventilation	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - pressurization	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - pressurization	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - pressurization	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - pressurization	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - supply for ice protection systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - supply for ice protection systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - supply for ice protection systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - supply for ice protection systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Understand Powerplant - turbine wheels	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - turbine wheels	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - turbine wheels	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - turbine wheels	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - turbine wheels	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - turbine wheels	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - compressors	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - compressors	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - compressors	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Understand Powerplant - compressors	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - compressors	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - compressors	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - deicing, anti-icing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - deicing, anti-icing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - deicing, anti-icing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - deicing, anti-icing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - deicing, anti-icing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - deicing, anti-icing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Understand Powerplant - controls and indications	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - controls and indications	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - controls and indications	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - controls and indications	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - controls and indications	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - controls and indications	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - oil system capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - oil system capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - oil system capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Understand Powerplant - oil system capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - allowable types of oil	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - allowable types of oil	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Conduct Powerplant Start	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Conduct Powerplant Start	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Conduct Powerplant Start	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Conduct Powerplant Start	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Conduct Powerplant Start	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Conduct Powerplant Start	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Conduct Powerplant Start	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - turbine wheels	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - turbine wheels	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - turbine wheels	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - turbine wheels	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - compressors	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - compressors	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - compressors	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - compressors	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Understand Powerplant - deicing, anti-icing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - deicing, anti-icing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - deicing, anti-icing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - deicing, anti-icing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - controls and indications	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - controls and indications	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - controls and indications	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - controls and indications	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - oil system capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Understand Powerplant - oil system capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - oil system capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - oil system capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - allowable types of oil	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - allowable types of oil	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - allowable types of oil	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - allowable types of oil	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Preflight	Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Preflight	Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Preflight	Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Preflight	Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Preflight	Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Preflight	Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Thrust Reverse	Understand Powerplant - thrust reverse	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Thrust Reverse	Understand Powerplant - thrust reverse	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Thrust Reverse	Understand Powerplant - thrust reverse	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Thrust Reverse	Understand Powerplant - thrust reverse	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Thrust Reverse	Understand Powerplant - thrust reverse	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Thrust Reverse	Understand Powerplant - thrust reverse	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Thrust Reverse	Understand Powerplant - thrust reverse	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Thrust Reverse	Understand Powerplant - thrust reverse	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Thrust Reverse	Understand Powerplant - thrust reverse	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Thrust Reverse	Understand Powerplant - thrust reverse	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Weight and Balance	Understand Avionics and communications - Electronic Flight Bag (EFB)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Weight and Balance	Understand determining weight and balance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Weight and Balance	Understand determining weight and balance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

3 Systems Integration Training Learning Objectives – Course 1

3.1 Course 1 – SIT 1 Learning Objectives

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can manage the risk of errors when assigned an RNAV DP and subsequently receives a change of runway, procedure or transition by verifying the appropriate changes are entered and available for navigation prior to takeoff.	Low
Conduct Before Takeoff Checks	Can explain the purpose of checking each item during before takeoff checks			Low
Conduct Before Takeoff Checks	Can describe how to detect malfunctions			Low
Conduct Before Takeoff Checks	Can ensure the aircraft is in safe operating condition			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can explain deicing and anti icing procedures			Low
Conduct Before Takeoff Checks	Can explain hold over times by referencing to a hold over chart			Low
Conduct Before Takeoff Checks	Can describe how to conduct a proper pre-takeoff contamination check			Low
Conduct Before Takeoff Checks	Can describe how adverse weather conditions effect takeoff performance (e.g., snow, ice, gusting crosswinds, low-visibility)			Low
Conduct Before Takeoff Checks	Can give a before takeoff briefing			Low
Conduct Before Takeoff Checks		Can determine the airplane's takeoff performance for actual conditions and planned departure runway		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can coordinate with crew and execute the appropriate checklist(s) prior to takeoff in a timely manner		Low
Conduct Before Takeoff Checks		Can confirm all systems checked are within an acceptable operating range and are safe for the proposed flight		Low
Conduct Before Takeoff Checks		Can explain any system operating characteristic or limitation and any corrective action for a malfunction during the checks		Low
Conduct Before Takeoff Checks		Can determine airspeeds/V-speeds and set flight instruments appropriately		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can use flight director and autopilot controls for the current flight conditions and takeoff and departure clearances		Low
Conduct Before Takeoff Checks		Can perform configuration of navigation equipment for takeoff and departure clearances		Low
Conduct Before Takeoff Checks		Can configure communication equipment for takeoff and departure clearances		Low
Conduct Before Takeoff Checks		Can obtain and correctly interpret the takeoff and departure clearance		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can conduct a briefing that includes procedures for emergency and abnormal situations (e.g., powerplant failure, windshear), which may be encountered during takeoff, and state the planned action if they were to occur		Low
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing division of attention while conducting before takeoff checks	Low
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing an unexpected change in the runway to be used for departure	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to verify performance data is correct and airspeeds and flight instruments are set for actual conditions and the departure runway	Low
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to set navigation and communication equipment for departure	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to configure autopilot and flight director controls for departure	Low
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to account for adverse weather conditions prior to takeoff (e.g., snow, ice, gusting crosswinds, low-visibility)	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing A powerplant failure during takeoff or other malfunction considering operational factors such as airplane characteristics, runway/takeoff path length, surface conditions, environmental conditions, and obstructions	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	Low
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain which items must be inspected per the OEM Manuals using pictorial preflight			Low
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain the reasons for checking each item during preflight			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can describe how to detect possible defects			Low
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain how to coordinate checklist with crew, if appropriate			Low
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			Can identify, assess, and manage risks encompassing Inoperative equipment discovered prior to flight.	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start	Can describe normal powerplant start procedures and limitations without APU			Low
Conduct Powerplant Start	Can describe normal powerplant start procedures and limitations with APU			Low
Conduct Powerplant Start	Can describe abnormal powerplant start procedures and limitations without APU			Low
Conduct Powerplant Start	Can describe abnormal powerplant start procedures and limitations with APU			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start	Can explain procedures for starting engines under various conditions			Low
Conduct Powerplant Start	Can explain possible malfunctions during powerplant start, procedures to address the malfunction, and any associated limitations			Low
Conduct Powerplant Start	Can describe coordinating and communicating with ground personnel for powerplant start, if applicable			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start		Can ensure the ground safety procedures are followed during the before-start, start, and after- start phase		Low
Conduct Powerplant Start		Can coordinate with crew and complete the appropriate checklist(s) prior to and after powerplant start.		Low
Conduct Powerplant Start			Can identify, assess, and manage risks encompassing malfunctions during powerplant start	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start			Can identify, assess, and manage risks encompassing turbine powerplant safety	Low
Conduct Powerplant Start			Can identify, assess, and manage risks encompassing managing situations where specific instructions or checklist items are not published	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start			Can identify, assess, and manage risks encompassing personnel, vehicles, vessels, foreign object debris, and other aircraft in the vicinity during powerplant start	Low
Conduct use of checklist: AFTER START CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: BEFORE START CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low
Conduct use of checklist: BEFORE TAKE-OFF CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: EXTERNAL CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low
Conduct use of checklist: GROUND HANDLING CHECKLIST		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: START CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low
Conduct use of FMS		Can verify currency of aircraft navigation data.		Low
Conduct use of FMS		Can verify successful completion of RNAV system self-tests		Low
Conduct use of FMS		Can execute initialization of RNAV system position		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of FMS		Can execute retrieval and flying of a DP or STAR with appropriate transition		Low
Conduct use of FMS		Can verify waypoints and flight plan programming		Low
Conduct use of FMS			Can manage the risk of errors when receiving a change to assigned routing by ensuring the waypoints sequence depicted by their navigation system matches the route depicted on the appropriate chart(s) and their assigned route	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of TCAS		Can demonstrate the proper use of controls including aircraft configuration required to initiate a self-test.		Low
Conduct use of TCAS		Can demonstrate the proper use of controls including steps required to initiate a self-test.		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of TCAS		Can demonstrate the proper use of controls including recognizing when the self-test was successful and when it was unsuccessful. When the self-test is unsuccessful, recognizing the reason for the failure, and if possible, correcting the problem.		Low

3.2 Course 1 – SIT 2 Learning Objectives

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct after landing, parking and securing	Can explain parking, shutdown, securing, and postflight inspection.			Low
Conduct after landing, parking and securing		Can coordinate with crew, if applicable, and execute the appropriate checklist(s) after clearing the runway.		Low
Conduct after landing, parking and securing			Can identify, assess, and manage risks, encompassing inappropriate activities and distractions.	Low
Conduct after landing, parking and securing			Can identify, assess, and manage risks, encompassing confirmation or expectation bias as related to taxi instructions.	Low
Conduct after landing, parking and securing			Can identify, assess, and manage risks, encompassing propeller, turbofan inlet, and exhaust safety.	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct after landing, parking and securing			Can identify, assess, and manage risks, encompassing airport specific security procedures.	Low
Conduct after landing, parking and securing			Can identify, assess, and manage risks, encompassing disembarking passengers.	Low
Conduct Arrival Procedures			Can manage the risk of errors when assigned an STAR and subsequently receives a change of landing runway, procedure or transition by verifying the appropriate changes are entered and available for navigation	Low
Conduct Arrival Procedures	Can use standard Terminal Arrival (STAR) charts, U.S. Terminal Procedures Publications, and IFR Enroute High and Low Altitude Charts			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures	Can use a Flight Management System (FMS) or GPS to follow a STAR			Low
Conduct Arrival Procedures	Can explain two-way radio communication failure procedures during an arrival			Low
Conduct Arrival Procedures	Can explain ground-based and satellite-based navigation (orientation, course determination, equipment, tests and regulations, interference, appropriate use of navigation data, signal integrity)			Low
Conduct Arrival Procedures		Can select, identify and use the appropriate communication and navigation facilities associated with the arrival		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures		Can perform setup of FMS and avionics to include flight director and autopilot controls for the arrival, if applicable		Low
Conduct Arrival Procedures		Can use current and appropriate navigation publications or databases for the proposed flight		Low
Conduct Arrival Procedures		Can perform interception of courses, radials, and bearings appropriate to the procedure, route or clearance		Low
Conduct Arrival Procedures		Can comply with all applicable charted procedures		Low
Conduct Arrival Procedures			Can identify, assess, and manage risks, encompassing failure to communicate with ATC or follow published procedures.	Low
Conduct Arrival Procedures			Can identify, assess, and manage risks, encompassing failure to recognize limitations of traffic avoidance equipment.	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures			Can identify, assess, and manage risks, encompassing failure to use see and avoid techniques when possible.	Low
Conduct Arrival Procedures			Can identify, assess, and manage risks, encompassing improper automation management.	Low
Conduct Arrival Procedures			Can identify, assess, and manage risks, encompassing ATC instructions that modify an arrival or discontinue/resume the aircraft's lateral or vertical navigation on an arrival.	Low
Conduct Arrival Procedures	Can explain reasons other than visibility that a go around may suddenly be required			Low
Conduct Arrival Procedures	Can explain the characteristics of a pilot braking action report			Low
Conduct Arrival Procedures	Can explain items to consider when a pilot braking action report is reliable			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can manage the risk of errors when assigned an RNAV DP and subsequently receives a change of runway, procedure or transition by verifying the appropriate changes are entered and available for navigation prior to takeoff.	Medium
Conduct Before Takeoff Checks	Can explain the purpose of checking each item during before takeoff checks			Medium
Conduct Before Takeoff Checks	Can describe how to detect malfunctions			Medium
Conduct Before Takeoff Checks	Can ensure the aircraft is in safe operating condition			Medium
Conduct Before Takeoff Checks	Can explain deicing and anti icing procedures			Medium
Conduct Before Takeoff Checks	Can explain hold over times by referencing to a hold over chart			Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can describe how to conduct a proper pre-takeoff contamination check			Medium
Conduct Before Takeoff Checks	Can describe how adverse weather conditions effect takeoff performance (e.g., snow, ice, gusting crosswinds, low-visibility)			Medium
Conduct Before Takeoff Checks	Can give a before takeoff briefing			Medium
Conduct Before Takeoff Checks		Can determine the airplane's takeoff performance for actual conditions and planned departure runway		Medium
Conduct Before Takeoff Checks		Can coordinate with crew and execute the appropriate checklist(s) prior to takeoff in a timely manner		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can confirm all systems checked are within an acceptable operating range and are safe for the proposed flight		Medium
Conduct Before Takeoff Checks		Can explain any system operating characteristic or limitation and any corrective action for a malfunction during the checks		Medium
Conduct Before Takeoff Checks		Can determine airspeeds/V-speeds and set flight instruments appropriately		Medium
Conduct Before Takeoff Checks		Can use flight director and autopilot controls for the current flight conditions and takeoff and departure clearances		Medium
Conduct Before Takeoff Checks		Can perform configuration of navigation equipment for takeoff and departure clearances		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can configure communication equipment for takeoff and departure clearances		Medium
Conduct Before Takeoff Checks		Can obtain and correctly interpret the takeoff and departure clearance		Medium
Conduct Before Takeoff Checks		Can conduct a briefing that includes procedures for emergency and abnormal situations (e.g., powerplant failure, windshear), which may be encountered during takeoff, and state the planned action if they were to occur		Medium
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing division of attention while conducting before takeoff checks	Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing an unexpected change in the runway to be used for departure	Medium
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to verify performance data is correct and airspeeds and flight instruments are set for actual conditions and the departure runway	Medium
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to set navigation and communication equipment for departure	Medium
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to configure autopilot and flight director controls for departure	Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to account for adverse weather conditions prior to takeoff (e.g., snow, ice, gusting crosswinds, low-visibility)	Medium
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing A powerplant failure during takeoff or other malfunction considering operational factors such as airplane characteristics, runway/takeoff path length, surface conditions, environmental conditions, and obstructions	Medium
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	Medium
Conduct Departure Procedures	Can explain takeoff minimums			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can explain obstacle Departure Procedure (ODP), including Visual Climb over the Airport (VCOA) and Diverse Vector Area (Radar Vectors)			Low
Conduct Departure Procedures	Can explain Standard Instrument Departures (SID), including RNAV departure			Low
Conduct Departure Procedures	Can explain required climb gradients			Low
Conduct Departure Procedures	Can explain U.S. Terminal Procedures Publications and En Route Charts			Low
Conduct Departure Procedures	Can explain proper use of a Flight Management System (FMS) to follow a DP			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can explain pilot/controller responsibilities, communication procedures, and ATC services available to pilots			Low
Conduct Departure Procedures	Can explain two-way radio communication failure procedures after takeoff			Low
Conduct Departure Procedures	Can explain ground-based and satellite-based navigation (orientation, course determination, equipment, tests and regulations, interference, appropriate use of navigation data, signal integrity)			Low
Conduct Departure Procedures	Can explain communication failure procedures			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures		Can select the appropriate instrument departure procedure.		Low
Conduct Departure Procedures		Can select, identify and use the appropriate communication facilities associated with the procedure		Low
Conduct Departure Procedures		Can select, identify and use the appropriate navigation facilities associated with the procedure		Low
Conduct Departure Procedures		Can perform programming the FMS prior to departure and execute avionics setup of flight director and autopilot controls for the departure		Low
Conduct Departure Procedures		Can use current and appropriate navigation publications or databases for the proposed flight		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures		Can perform interception of courses, radials, and bearings appropriate to the procedure, route or clearance		Low
Conduct Departure Procedures		Can comply with all applicable charted procedures		Low
Conduct Departure Procedures		Can execute the departure phase to a point where the transition to the en route environment is complete		Low
Conduct Departure Procedures			Can identify, assess, and manage risks, encompassing failure to communicate with ATC or follow published procedures and required climb gradients	Low
Conduct Departure Procedures			Can identify, assess, and manage risks, encompassing limitations of air traffic avoidance equipment and use of see and avoid techniques	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures			Can identify, assess, and manage risks, encompassing improper automation management	Low
Conduct Go-Around/Rejected Landing	Can explain stabilized approach, to include energy management concepts.			Low
Conduct Go-Around/Rejected Landing	Can explain situations and considerations on approach that could require a go-around/rejected landing, to include the inability to comply with a LAHSO clearance.			Low
Conduct Go-Around/Rejected Landing	Can explain Go-around/rejected landing procedures, the importance of a timely decision, and appropriate airspeed/V-speeds for the maneuver.			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing		Can execute the appropriate procedures and checklist(s) in a timely manner.		Low
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing delayed recognition of the need for a go-around/rejected landing.	Low
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing delayed performance of a go-around at low altitude.	Low
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing improper application of power.	Low
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing improper airplane configuration.	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires vessels, vessels, persons, and wildlife.	Low
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	Low
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	Low
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing managing a go-around/rejected landing after accepting a LAHSO clearance.	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing	Can describe Proper airborne system use for go-around, including consideration of height loss during transition to a go-around, performance assurance for obstacle clearance, management of any necessary mode changes, and assurance of appropriate vertical and lateral flightpath tracking.			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding	Can explain elements related to holding procedures, including reporting criteria, appropriate speeds, and recommended entry procedures for standard, nonstandard, published, and non- published holding patterns.			Low
Conduct Holding	Can explain determining holding endurance based upon factors to include an expect further clearance (EFC) time, fuel on board, fuel flow while holding, fuel required to destination and alternate, etc., as appropriate.			Low
Conduct Holding	Can explain when to declare minimum fuel or a fuel-related emergency.			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding	Can explain use of automation for holding to include autopilot and flight management systems, if equipped.			Low
Conduct Holding		Can identify instrument navigation aids associated with the assigned hold.		Low
Conduct Holding		Can apply the appropriate entry procedure for a standard, nonstandard, published, or non- published holding pattern.		Low
Conduct Holding		Can change to the appropriate holding airspeed for the airplane and holding altitude to cross the holding fix at or below maximum holding airspeed		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding		Can comply with the holding pattern leg length and other restrictions, if applicable, associated with the holding pattern.		Low
Conduct Holding		Can comply with ATC reporting requirements.		Low
Conduct Holding		Can use automation to include autopilot, flight director controls, and navigation displays associated with the assigned hold.		Low
Conduct Holding		Can calculate fuel reserve calculations based on EFC times.		Low
Conduct Holding			Can identify, assess, and manage risks, encompassing recalculating fuel reserves if assigned an unanticipated EFC time.	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding			Can identify, assess, and manage risks, encompassing scenarios and circumstances that could result in minimum fuel or the need to declare an emergency.	Low
Conduct Holding			Can describe scenarios that could lead to holding, including deteriorating weather at the planned destination.	Low
Conduct Holding			Can identify, assess, and manage risks, encompassing improper holding entry and improper wind correction while holding.	Low
Conduct Holding			Can identify, assess, and manage risks, encompassing holding while in icing conditions.	Low
Conduct Holding			Can identify, assess, and manage risks, encompassing improper automation management.	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can coordinate with crew and execute the appropriate checklist(s) prior to takeoff in a timely manner		Low
Conduct Instrument Takeoff		Can execute setting of the applicable avionics and flight instruments prior to initiating the takeoff		Low
Conduct Instrument Takeoff		Can verify assigned/correct runway		Low
Conduct Instrument Takeoff		Can execute appropriate after-takeoff checklist(s) in a timely manner		Low
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing selection of a runway based on aircraft performance and limitations, available distance, surface conditions, lighting, and wind	Low
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing wake turbulence	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for rejected takeoff	Low
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for Engine failure in takeoff phase of flight with the ceiling or visibility below the minimums for an instrument approach at departure airport	Low
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for Engine failure in climb phase of flight with the ceiling or visibility below the minimums for an instrument approach at departure airport	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife	Low
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for low altitude maneuvering including stall, spin, or CFIT	Low
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for distractions, loss of situational awareness, or improper task management.	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can describe procedures during takeoff to address the transition from visual flight to instrument flight for both the pilot flying (PF) and pilot monitoring (PM), to include the use and limitations of any flight guidance or visual systems in use. Pilots should be aware of the operator's policy for responding to loss of suitable visual reference during takeoff, in the low and high speed regimes, both before and after V1 (refer to AC 120-62 for additional information and recommendations for training).			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff			Can demonstrate familiarization with operator's policies and procedures concerning constraints applicable to AWO takeoffs and landings on contaminated or cluttered runways. Limits should be noted for use of wet or icy runways as far as directional control or stopping performance is concerned, and flight crews should be familiar with appropriate constraints related to braking reports and the obscuration of appropriate lighting or markings. Refer to AC 91-79 for detailed information on runway contaminants and condition reporting.	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain which items must be inspected per the OEM Manuals using pictorial preflight			Medium
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain the reasons for checking each item during preflight			Medium
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can describe how to detect possible defects			Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain how to coordinate checklist with crew, if appropriate			Medium
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			Can identify, assess, and manage risks encompassing Inoperative equipment discovered prior to flight.	Medium
Conduct Landing From a Precision Approach	Can explain elements related to the pilot's responsibilities, and the environmental, operational, and meteorological factors that affect landing from a precision approach.			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can explain approach lighting systems and runway and taxiway signs, markings and lighting.			Low
Conduct Landing From a Precision Approach		Can demonstrate SRM or CRM, as appropriate.		Low
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing selection of an approach procedure and runway based on pilot capability, aircraft limitations, available distance, surface conditions, and wind.	Low
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing wake turbulence.	Low
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for missed approach	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for land and hold short operations (LAHSO)	Low
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	Low
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for low altitude maneuvering including stall, spin, or CFIT.	Low
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for distractions, loss of situational awareness, or improper task management.	Low
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for attempting to land from an unstable approach.	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for flying below the glidepath.	Low
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for transitioning from instrument to visual references for landing.	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			Can demonstrate familiarization with operator's policies and procedures concerning constraints applicable to AWO takeoffs and landings on contaminated or cluttered runways. Limits should be noted for use of wet or icy runways as far as directional control or stopping performance is concerned, and flight crews should be familiar with appropriate constraints related to braking reports and the obscuration of appropriate lighting or markings. Refer to AC 91-79 for detailed information on runway contaminants and condition reporting.	Low
Conduct Landing From a Precision Approach	Can recognize significant airborne system failures experienced prior to and after reaching the final approach fix			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
	(FAF), MDA, DA/DH, or AH.			
Conduct Landing From a Precision Approach		Can perform proper reaction to significant airborne system failures experienced prior to and after reaching the final approach fix (FAF), MDA, DA/DH, or AH. Expected pilot response to failure after touchdown should be addressed as well.		Low
Conduct Landing From a Precision Approach	Can recognize ground or navigation system faults, failures or abnormalities at any point during the approach and landing.			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can recognize and execute appropriate actions in response to ground or navigation system faults, failures or abnormalities at any point during the approach and landing.		Low
Conduct Landing From a Precision Approach			Can appreciate that pilots should be familiar with the need to report navigation system anomalies or discrepancies, failures of any lighting system (e.g., approach lights, runway lights, touchdown zone (TDZ) lights, centerline lights), or any other discrepancies that could be pertinent to operations.	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach	Can explain elements related to missed approach procedures to include reference to standby or backup instruments.			Low
Conduct Missed Approach	Can explain limitations associated with standard instrument approaches, including while using an FMS or autopilot, if equipped.			Low
Conduct Missed Approach		Can coordinate with crew and execute the appropriate procedures and checklist(s) in a timely manner.		Low
Conduct Missed Approach		Can comply with the published or alternate missed approach procedure.		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach		Can use an MFD and other graphical navigation displays, if installed, to monitor position and track to help navigate the missed approach.		Low
Conduct Missed Approach		Can demonstrate effective CRM		Low
Conduct Missed Approach		Can execute re-engagement of the autopilot at appropriate times during the missed approach procedure.		Low
Conduct Missed Approach		Can obtain ATC clearance to attempt another approach, proceed to the alternate airport, holding fix, or other clearance limit, as appropriate, or as directed by the evaluator.		Low
Conduct Missed Approach			Can identify, assess, and manage risks, encompassing failure to follow prescribed procedures.	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach			Can identify, assess, and manage risks, encompassing holding, diverting, or electing to fly the approach again.	Low
Conduct Missed Approach			Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach.	Low
Conduct Missed Approach			Can identify, assess, and manage risks, encompassing factors that might lead to executing a missed approach procedure before the MAP or to a go-around below DA/MDA.	Low
Conduct Missed Approach			Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain that unstabilized approaches are a key contributor to CFIT events, and explain that present NPAs are designed with and without stepdown fixes in the final approach			Low
Conduct Nonprecision Approach	Can explain why stepdowns flown without a constant descent will require multiple thrust, pitch, and altitude adjustments inside the final approach fix (FAF), and can explain that these adjustments increase pilot workload and potential errors during a critical phase of flight.			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain that the practice commonly referred to as "dive and drive," can result in extended level flight as low as 250 feet above the ground in instrument meteorological conditions (IMC) and shallow or steep final approaches.			Low
Conduct Nonprecision Approach	Can explain that a stabilized approach is a key feature to a safe approach and landing. Can explain that operators are encouraged by the FAA and the International Civil Aviation Organization (ICAO) to use the stabilized approach concept to help eliminate CFIT.			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain that the stabilized approach concept is characterized by maintaining a stable approach speed, descent rate, vertical flightpath, and configuration to the landing touchdown point			Low
Conduct Nonprecision Approach	Can explain that precision IAPs and approach procedures with vertical guidance (APV) have a continuous descent approach profile in their design.			Low
Conduct Nonprecision Approach	Can explain that NPAs were not originally designed with this vertical path, but may easily be flown using the CDFA (continuous descent final approach) technique.			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain why Flying NPAs with a continuous descent profile will provide a safety advantage over flying approaches using the “dive and drive” technique.			Low
Conduct Nonprecision Approach	Can explain that CDFA is a technique for flying the final approach segment of an NPA as a continuous descent. The technique is consistent with stabilized approach procedures and has no level-off.			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain the six advantages of CDFA: Increased safety by employing the concepts of stabilized approach criteria and procedure standardization; Improved pilot situational awareness (SA) and reduced pilot workload; Improved fuel efficiency by minimizing the low-altitude level flight time; Reduced noise level by minimizing the level flight time at high thrust settings; Procedural similarities to APV and precision approach operations; Reduced probability of infringement on required obstacle clearance during the final approach segment.			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain that CDFA requires no specific aircraft equipment other than that specified by the title of the NPA procedure and that Pilots can safely fly suitable NPAs with CDFA using basic piloting techniques, aircraft flight management systems (FMS) and RNAV systems, or by manually computing rate of descent.			Low
Conduct Nonprecision Approach	Can calculate a rate of descent for VDA (see example in this paragraph)			Low
Conduct Nonprecision Approach	Can explain that some approach characteristics (e.g., circling-only minima) and environmental factors (e.g., icing) could make the use of CDFA inadvisable.			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			Can appreciate that there are environments in which using CDFA technique is not advisable or practical, for example airports that do not offer straight in non precision approaches.	Low
Conduct Nonprecision Approach	Can explain procedures and limitations associated with a nonprecision approach, including the differences between Localizer Performance (LP) and Lateral Navigation (LNAV) approach guidance			Low
Conduct Nonprecision Approach	Can explain navigation system displays and annunciations, modes of operation, and RNP lateral accuracy values associated with an			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
	RNAV (GPS) approach.			
Conduct Nonprecision Approach	Can explain ground-based and satellite-based navigation (orientation, course determination, equipment, tests and regulations, interference, appropriate use of navigation data, signal integrity).			Low
Conduct Nonprecision Approach	Can explain criteria for a stabilized approach, to include energy management concepts.			Low
Conduct Nonprecision Approach		Can execute selection, tuning, identification, and confirmation the operational status of navigation equipment to be used for the approach.		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can Comply with all clearances issued by ATC .		Low
Conduct Nonprecision Approach		Can recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.		Low
Conduct Nonprecision Approach		Can use a Multi-Function Display (MFD) and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.		Low
Conduct Nonprecision Approach			Can identify, assess, and manage risks, encompassing Failure to follow the correct approach procedure (e.g., descending too early, etc.).	Low
Conduct Nonprecision Approach			Can identify, assess, and manage risks, encompassing Selecting an incorrect navigation frequency.	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			Can identify, assess, and manage risks, encompassing Failure to manage automated navigation and auto flight systems.	Low
Conduct Nonprecision Approach			Can identify, assess, and manage risks, encompassing Failure to ensure proper airplane configuration during an approach and missed approach.	Low
Conduct Nonprecision Approach			Can identify, assess, and manage risks, encompassing An unstable approach, including excessive descent rates.	Low
Conduct Nonprecision Approach			Can identify, assess, and manage risks, encompassing Deteriorating weather conditions on approach.	Low
Conduct Nonprecision Approach			Can identify, assess, and manage risks, encompassing Operating below the minimum descent altitude (MDA) or continuing a descent below decision altitude (DA) without proper visual references.	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can explain stabilized approach, to include energy management concepts.			Low
Conduct Normal Approach and Landing with Crosswind	Can explain effects of atmospheric conditions, including wind, on approach and landing performance.			Low
Conduct Normal Approach and Landing with Crosswind		Can coordinate with crew and execute after landing checklists(s).		Low
Conduct Normal Approach and Landing with Crosswind		Can confirm the airplane is aligned with the correct/assigned runway or landing surface.		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind			Can identify, assess, and manage risks, encompassing selection of a runway or approach path and touchdown area based aircraft limitations, available distance, surface conditions, and wind.	Low
Conduct Normal Approach and Landing with Crosswind			Can identify, assess, and manage risks, encompassing wake turbulence.	Low
Conduct Normal Approach and Landing with Crosswind			Can identify, assess, and manage risks, encompassing Go-Around/Rejected Landing	Low
Conduct Normal Approach and Landing with Crosswind			Can identify, assess, and manage risks, encompassing land and Hold Short Operations (LAHSO)	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind			Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	Low
Conduct Normal Approach and Landing with Crosswind			Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	Low
Conduct Normal Approach and Landing with Crosswind			Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, incorrect airport surface approach and landing, or improper task management.	Low
Conduct Normal Takeoff and Climb with Crosswind	Can describe the effects of atmospheric conditions, including wind, on takeoff and climb performance			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can describe the appropriate V-speeds for takeoff and climb			Low
Conduct Normal Takeoff and Climb with Crosswind	Can describe the appropriate aircraft configuration and power setting for takeoff and climb			Low
Conduct Normal Takeoff and Climb with Crosswind	Can identify airport and runway markings, signs, and lights			Low
Conduct Normal Takeoff and Climb with Crosswind		Can coordinate with crew and complete the appropriate checklist(s) prior to takeoff in a timely manner		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can perform radio calls as appropriate		Low
Conduct Normal Takeoff and Climb with Crosswind		Can verify assigned/correct runway		Low
Conduct Normal Takeoff and Climb with Crosswind		Can verify the airplane is configured for takeoff		Low
Conduct Normal Takeoff and Climb with Crosswind		Can confirm takeoff power and proper engine and flight instrument indications prior to rotation and perform callouts as appropriate, for the airplane or per the operator's procedures		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can execute appropriate after-takeoff checklist(s) in a timely manner		Low
Conduct Normal Takeoff and Climb with Crosswind			Can identify, assess, and manage risks, encompassing selection of a runway, or runway intersection aircraft limitations, available distance, surface conditions, and wind	Low
Conduct Normal Takeoff and Climb with Crosswind			Can identify, assess, and manage risks, encompassing wake turbulence	Low
Conduct Normal Takeoff and Climb with Crosswind			Can demonstrate proper planning for rejected takeoff	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind			Can demonstrate proper planning for engine failure in takeoff phase of flight	Low
Conduct Normal Takeoff and Climb with Crosswind			Can demonstrate proper planning for engine failure in climb phase of flight	Low
Conduct Normal Takeoff and Climb with Crosswind			Can identify, assess, and manage risks, encompassing improper aircraft configuration or settings (e.g., trim, flaps, autobrakes, etc.)	Low
Conduct Normal Takeoff and Climb with Crosswind			Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind			Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management	Low
Conduct Powerplant Start	Can describe normal powerplant start procedures and limitations without APU			Medium
Conduct Powerplant Start	Can describe normal powerplant start procedures and limitations with APU			Medium
Conduct Powerplant Start	Can describe abnormal powerplant start procedures and limitations without APU			Medium
Conduct Powerplant Start	Can describe abnormal powerplant start procedures and limitations with APU			Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start	Can explain procedures for starting engines under various conditions			Medium
Conduct Powerplant Start	Can explain possible malfunctions during powerplant start, procedures to address the malfunction, and any associated limitations			Medium
Conduct Powerplant Start	Can describe coordinating and communicating with ground personnel for powerplant start, if applicable			Medium
Conduct Powerplant Start		Can ensure the ground safety procedures are followed during the before-start, start, and after-start phase		Medium
Conduct Powerplant Start		Can coordinate with crew and complete the appropriate checklist(s) prior to and after powerplant start.		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start		Can identify an abnormal start or malfunction and execute the correct procedure		Low
Conduct Powerplant Start			Can identify, assess, and manage risks encompassing malfunctions during powerplant start	Medium
Conduct Powerplant Start			Can identify, assess, and manage risks encompassing turbine powerplant safety	Medium
Conduct Powerplant Start			Can identify, assess, and manage risks encompassing managing situations where specific instructions or checklist items are not published	Medium
Conduct Powerplant Start			Can identify, assess, and manage risks encompassing personnel, vehicles, vessels, foreign object debris, and other aircraft in the vicinity during powerplant start	Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can explain procedures and limitations associated with a precision approach, including determining required descent rates and adjusting minimums in the case of inoperative equipment.			Low
Conduct Precision Approach	Can explain navigation system displays, annunciations, and modes of operation.			Low
Conduct Precision Approach	Can explain ground-based and satellite-based navigation (orientation, course determination, equipment, tests and regulations, interference, appropriate use of navigation data, signal integrity).			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can explain stabilized approach criteria, to include energy management concepts.			Low
Conduct Precision Approach		Can execute selection, tuning, identification, and confirmation the operational status of navigation equipment to be used for the approach.		Low
Conduct Precision Approach		Can recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.		Low
Conduct Precision Approach		Can assess NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment and adjust the published MDA and visibility criteria for the		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
		aircraft approach category		
Conduct Precision Approach		Can use an MFD and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.		Low
Conduct Precision Approach			Can identify, assess, and manage risks, encompassing failure to follow the correct approach procedure (e.g. descending below the glideslope, etc.).	Low
Conduct Precision Approach			Can identify, assess, and manage risks, encompassing selecting an incorrect navigation frequency.	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach			Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	Low
Conduct Precision Approach			Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach.	Low
Conduct Precision Approach			Can identify, assess, and manage risks, encompassing an unstable approach, including excessive descent rates.	Low
Conduct Precision Approach			Can identify, assess, and manage risks, encompassing deteriorating weather conditions on approach.	Low
Conduct Precision Approach			Can identify, assess, and manage risks, encompassing continuing to descend below the Decision Altitude (DA)/Decision Height (DH) when the required visual references are not visible.	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can describe normal and non-normal procedures including crew duties, monitoring assignments, transfer of control during normal operations, appropriate automatic or crew-initiated call-outs, proper use of standard or special IAPs, applicable minima for normal configurations or for alternate or failure configurations, and reversion to higher minima in the event of failures			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can perform appropriate normal and non-normal procedures including crew duties, monitoring assignments, transfer of control during normal operations, appropriate automatic or crew-initiated call-outs, proper use of standard or special IAPs, applicable minima for normal configurations or for alternate or failure configurations, and reversion to higher minima in the event of failures		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can describe procedures to address the transition from electronic monitoring displays to external visual references for both PF and PM for systems that include such displays.			Low
Conduct Precision Approach	Can recognize the limits of acceptable aircraft position and flightpath tracking during approach, flare and rollout. This should be addressed using appropriate displays or annunciations for either automatic or manual landing systems.			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach			Can appreciate constraints for head winds, tail winds, crosswinds, and the effect of vertical and horizontal wind shear on automatic systems, flight directors (F/D), or other system (e.g., HUD, SVGS, etc.) performance. For systems such as HUDs that have a limited field of view (FOV), or synthetic reference systems, pilots should be familiar with the display limitations of these systems and expected pilot actions in the event that the aircraft reaches or exceeds a display limit capability.	Low
Conduct Precision Approach		Can apply Flightcrew procedures used (e.g., PF/PM duties, monitored approach, or call-outs);		Low
Conduct Precision Approach	Can identify nearby critical terrain or obstruction environment;			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can respond appropriately to aircraft and ground system failures.		Low
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can verify currency and integrity of aircraft navigation data		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can obtain a receiver autonomous integrity monitoring (RAIM) prediction for the planned RNP operation		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can verify successful completion of RNP system self-tests;		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform initialization navigation system position		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform retrieval of an RNP procedure (e.g., Standard Instrument Departure (SID) or a Standard Terminal Arrival (STAR) with appropriate transition)		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can execute an RNP procedure (e.g., Standard Instrument Departure (SID) or a Standard Terminal Arrival (STAR) with appropriate transition)		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can select the appropriate STAR or SID for the active runway in use and be familiar with procedures to deal with a runway change		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can verify waypoints and flight plan programming;		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform a manual or automatic runway update (with takeoff point shift for Inertial Reference Units (IRU) only);		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform flying direct to a waypoint		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform flying a course/track to a waypoint		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform interception of a course/track		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform flying vectors, and rejoining an RNP route/procedure from the 'heading' mode;		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform selecting/arming the navigation system for an ILS or GLS transition		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform insertion and deletion of a route discontinuity;		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform removal and reselection of a navigation sensor input;		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can confirm exclusion of a specific navigation aid or navigation aid type (distance measuring equipment (DME) and very high frequency omni-directional range (VOR) only);		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform changing of the arrival airport and alternate airport		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can verify the RNP value set in the flight management system (FMS) matches the equipment capability and authorizations as annotated in the flight plan		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform parallel offset function if capability exists		Low
Conduct use of checklist: AFTER LANDING CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: AFTER START CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium
Conduct use of checklist: AFTER TAKE-OFF CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low
Conduct use of checklist: APPROACH CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: BEFORE START CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium
Conduct use of checklist: BEFORE TAKE-OFF CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium
Conduct use of checklist: CABIN ALTITUDE SETTING FOR LANDING		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: CLIMB CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low
Conduct use of checklist: CRUISE CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low
Conduct use of checklist: DESCENT CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: EXTERNAL CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium
Conduct use of checklist: GROUND HANDLING CHECKLIST		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium
Conduct use of checklist: LANDING CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: LEAVING AIRPLANE (TERMINATING FLIGHT) CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low
Conduct use of checklist: LINE UP CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low
Conduct use of checklist: MISSED APPROACH CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: SHUT DOWN CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low
Conduct use of checklist: START CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium
Conduct use of FMS		Can verify currency of aircraft navigation data.		Medium
Conduct use of FMS		Can verify successful completion of RNAV system self-tests		Medium
Conduct use of FMS		Can execute initialization of RNAV system position		Medium
Conduct use of FMS		Can execute retrieval and flying of a DP or STAR with appropriate transition		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of FMS		Can comply with speed and/or altitude constraints associated with a DP or STAR.		Low
Conduct use of FMS		Can execute making a runway change associated with a DP or STAR		Low
Conduct use of FMS		Can verify waypoints and flight plan programming		Medium
Conduct use of FMS		Can perform a manual or automatic runway update (with takeoff point shift, if applicable)		Low
Conduct use of FMS		Can perform flying direct to a waypoint		Low
Conduct use of FMS		Can perform flying a course/track to a waypoint.		Low
Conduct use of FMS		Can perform interception of a course/track		Low
Conduct use of FMS		Can comply with a vectored off and execute rejoining a procedure.		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of FMS		Can determine cross-track error/deviation		Low
Conduct use of FMS		Can execute insertion and deletion of a route discontinuity		Low
Conduct use of FMS		Can execute removal and reselection of navigation sensor inputs.		Low
Conduct use of FMS		Can confirm exclusion of a specific navigation aid or navigation aid type.		Low
Conduct use of FMS		Can execute insertion and deletion of a lateral offset		Low
Conduct use of FMS		Can execute a change of the arrival airport and alternate airport		Low
Conduct use of FMS		Can execute insertion and delete a holding pattern		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of FMS			Can manage the risk of errors when receiving a change to assigned routing by ensuring the waypoints sequence depicted by their navigation system matches the route depicted on the appropriate chart(s) and their assigned route	Medium
Conduct use of FMS		Can perform use of the automatic throttle, flight management computer, or other speed management system, if applicable.		Low
Conduct use of TCAS		Can demonstrate the proper use of controls including aircraft configuration required to initiate a self-test.		Medium
Conduct use of TCAS		Can demonstrate the proper use of controls including steps required to initiate a self-test.		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of TCAS		Can demonstrate the proper use of controls including recognizing when the self-test was successful and when it was unsuccessful. When the self-test is unsuccessful, recognizing the reason for the failure, and if possible, correcting the problem.		Medium

3.3 Course 1 – SIT 3 Learning Objectives

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain that unstabilized approaches are a key contributor to CFIT events, and explain that present NPAs are designed with and without stepdown fixes in the final approach			Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain why stepdowns flown without a constant descent will require multiple thrust, pitch, and altitude adjustments inside the final approach fix (FAF), and can explain that these adjustments increase pilot workload and potential errors during a critical phase of flight.			Medium
Conduct Nonprecision Approach	Can explain that the practice commonly referred to as "dive and drive," can result in extended level flight as low as 250 feet above the ground in instrument meteorological conditions (IMC) and shallow or steep final approaches.			Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain that a stabilized approach is a key feature to a safe approach and landing. Can explain that operators are encouraged by the FAA and the International Civil Aviation Organization (ICAO) to use the stabilized approach concept to help eliminate CFIT.			Medium
Conduct Nonprecision Approach	Can explain that the stabilized approach concept is characterized by maintaining a stable approach speed, descent rate, vertical flightpath, and configuration to the landing touchdown point			Medium
Conduct Nonprecision Approach	Can explain that precision IAPs and approach procedures with vertical guidance (APV) have a continuous descent approach profile in their design.			Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain that NPAs were not originally designed with this vertical path,but may easily be flown using the CDFA (continuous descent final approach) technique.			Medium
Conduct Nonprecision Approach	Can explain why Flying NPAs with a continuous descent profile will provide a safety advantage over flying approaches using the “dive and drive” technique.			Medium
Conduct Nonprecision Approach	Can explain that CDFA is a technique for flying the final approach segment of an NPA as a continuous descent. The technique is consistent with stabilized approach procedures and has no level-off.			Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain the six advantages of CDFA: Increased safety by employing the concepts of stabilized approach criteria and procedure standardization; Improved pilot situational awareness (SA) and reduced pilot workload; Improved fuel efficiency by minimizing the low-altitude level flight time; Reduced noise level by minimizing the level flight time at high thrust settings; Procedural similarities to APV and precision approach operations; Reduced probability of infringement on required obstacle clearance during the final approach segment.			Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain that CDFA requires no specific aircraft equipment other than that specified by the title of the NPA procedure and that Pilots can safely fly suitable NPAs with CDFA using basic piloting techniques, aircraft flight management systems (FMS) and RNAV systems, or by manually computing rate of descent.			Medium
Conduct Nonprecision Approach	Can calculate a rate of descent for VDA (see example in this paragraph)			Medium
Conduct Nonprecision Approach	Can explain that some approach characteristics (e.g., circling-only minima) and environmental factors (e.g., icing) could make the use of CDFA inadvisable.			Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			Can appreciate that there are environments in which using CDFA technique is not advisable or practical, for example airports that do not offer straight in non precision approaches.	Medium
Conduct use of FMS		Can verify currency of aircraft navigation data.		High
Conduct use of FMS		Can verify successful completion of RNAV system self-tests		High
Conduct use of FMS		Can execute initialization of RNAV system position		High
Conduct use of FMS		Can execute retrieval and flying of a DP or STAR with appropriate transition		High
Conduct use of FMS		Can comply with speed and/or altitude constraints associated with a DP or STAR.		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of FMS		Can execute making a runway change associated with a DP or STAR		Medium
Conduct use of FMS		Can verify waypoints and flight plan programming		High
Conduct use of FMS		Can perform a manual or automatic runway update (with takeoff point shift, if applicable)		Medium
Conduct use of FMS		Can perform flying direct to a waypoint		Medium
Conduct use of FMS		Can perform flying a course/track to a waypoint.		Medium
Conduct use of FMS		Can perform interception of a course/track		Medium
Conduct use of FMS		Can comply with a vectored off and execute rejoining a procedure.		Medium
Conduct use of FMS		Can determine cross-track error/deviation		Medium
Conduct use of FMS		Can execute insertion and deletion of a route discontinuity		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of FMS		Can execute removal and reselection of navigation sensor inputs.		Medium
Conduct use of FMS		Can confirm exclusion of a specific navigation aid or navigation aid type.		Medium
Conduct use of FMS		Can execute insertion and deletion of a lateral offset		Medium
Conduct use of FMS		Can execute a change of the arrival airport and alternate airport		Medium
Conduct use of FMS		Can execute insertion and delete a holding pattern		Medium
Conduct Before Takeoff Checks			Can manage the risk of errors when assigned an RNAV DP and subsequently receives a change of runway, procedure or transition by verifying the appropriate changes are entered and available for navigation prior to takeoff.	Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of FMS			Can manage the risk of errors when receiving a change to assigned routing by ensuring the waypoints sequence depicted by their navigation system matches the route depicted on the appropriate chart(s) and their assigned route	Medium
Conduct Arrival Procedures			Can manage the risk of errors when assigned an STAR and subsequently receives a change of landing runway, procedure or transition by verifying the appropriate changes are entered and available for navigation	Medium
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain which items must be inspected per the OEM Manuals using pictorial preflight			High

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain the reasons for checking each item during preflight			High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can describe how to detect possible defects			High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain how to coordinate checklist with crew, if appropriate			High
Conduct Powerplant Start	Can describe normal powerplant start procedures and limitations without APU			Medium
Conduct Powerplant Start	Can describe normal powerplant start procedures and limitations with APU			Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start	Can describe abnormal powerplant start procedures and limitations without APU			Medium
Conduct Powerplant Start	Can describe abnormal powerplant start procedures and limitations with APU			Medium
Conduct Powerplant Start	Can explain procedures for starting engines under various conditions			Medium
Conduct Powerplant Start	Can explain possible malfunctions during powerplant start, procedures to address the malfunction, and any associated limitations			Medium
Conduct Powerplant Start	Can describe coordinating and communicating with ground personnel for powerplant start, if applicable			Medium
Conduct Before Takeoff Checks	Can explain the purpose of checking each item during before takeoff checks			Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can describe how to detect malfunctions			Medium
Conduct Before Takeoff Checks	Can ensure the aircraft is in safe operating condition			Medium
Conduct Before Takeoff Checks	Can explain deicing and anti icing procedures			Medium
Conduct Before Takeoff Checks	Can explain hold over times by referencing to a hold over chart			Medium
Conduct Before Takeoff Checks	Can describe how to conduct a proper pre-takeoff contamination check			Medium
Conduct Before Takeoff Checks	Can describe how adverse weather conditions effect takeoff performance (e.g., snow, ice, gusting crosswinds, low-visibility)			Medium
Conduct Before Takeoff Checks	Can give a before takeoff briefing			Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff	Can describe conditions and situations that could warrant a rejected takeoff (e.g., takeoff warning systems, powerplant failure, other systems warning/failure)			Low
Conduct Rejected Takeoff	Can describe safety considerations following a rejected takeoff			Low
Conduct Rejected Takeoff	Can explain the procedure for accomplishing a rejected takeoff			Low
Conduct Rejected Takeoff	Can explain accelerate/stop distance			Low
Conduct Rejected Takeoff	Can define relevant V-speeds for a rejected takeoff			Low
Conduct Normal Takeoff and Climb with Crosswind	Can describe the effects of atmospheric conditions, including wind, on takeoff and climb performance			Medium
Conduct Normal Takeoff and Climb with Crosswind	Can describe the appropriate V-speeds for takeoff and climb			Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can describe the appropriate aircraft configuration and power setting for takeoff and climb			Medium
Conduct Normal Takeoff and Climb with Crosswind	Can identify airport and runway markings, signs, and lights			Medium
Conduct Departure Procedures	Can explain takeoff minimums			Medium
Conduct Departure Procedures	Can explain obstacle Departure Procedure (ODP), including Visual Climb over the Airport (VCOA) and Diverse Vector Area (Radar Vectors)			Medium
Conduct Departure Procedures	Can explain Standard Instrument Departures (SID), including RNAV departure			Medium
Conduct Departure Procedures	Can explain required climb gradients			Medium
Conduct Departure Procedures	Can explain U.S. Terminal Procedures Publications and En Route Charts			Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can explain proper use of a Flight Management System (FMS) to follow a DP			Medium
Conduct Departure Procedures	Can explain pilot/controller responsibilities, communication procedures, and ATC services available to pilots			Medium
Conduct Departure Procedures	Can explain two-way radio communication failure procedures after takeoff			Medium
Conduct Departure Procedures	Can explain ground-based and satellite-based navigation (orientation, course determination, equipment, tests and regulations, interference, appropriate use of navigation data, signal integrity)			Medium
Conduct Departure Procedures	Can explain communication failure procedures			Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures	Can use standard Terminal Arrival (STAR) charts, U.S. Terminal Procedures Publications, and IFR Enroute High and Low Altitude Charts			Medium
Conduct Arrival Procedures	Can use a Flight Management System (FMS) or GPS to follow a STAR			Medium
Conduct Arrival Procedures	Can explain two-way radio communication failure procedures during an arrival			Medium
Conduct Arrival Procedures	Can explain ground-based and satellite-based navigation (orientation, course determination, equipment, tests and regulations, interference, appropriate use of navigation data, signal integrity)			Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain procedures and limitations associated with a nonprecision approach, including the differences between Localizer Performance (LP) and Lateral Navigation (LNAV) approach guidance			Medium
Conduct Nonprecision Approach	Can explain navigation system displays and annunciations, modes of operation, and RNP lateral accuracy values associated with an RNAV (GPS) approach.			Medium
Conduct Nonprecision Approach	Can explain ground-based and satellite-based navigation (orientation, course determination, equipment, tests and regulations, interference, appropriate use of navigation data, signal integrity).			Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain criteria for a stabilized approach, to include energy management concepts.			Medium
Conduct Precision Approach	Can explain procedures and limitations associated with a precision approach, including determining required descent rates and adjusting minimums in the case of inoperative equipment.			Medium
Conduct Precision Approach	Can explain navigation system displays, annunciations, and modes of operation.			Medium
Conduct Precision Approach	Can explain ground-based and satellite-based navigation (orientation, course determination, equipment, tests and regulations, interference, appropriate use of navigation data, signal integrity).			Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can explain stabilized approach criteria, to include energy management concepts.			Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can explain flight characteristics and controllability associated with maneuvering to a landing with inoperative powerplant(s).			Low
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can explain missed approach considerations with a powerplant failure.			Low
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can explain how to determine a suitable airport.			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach	Can explain elements related to missed approach procedures to include reference to standby or backup instruments.			Medium
Conduct Missed Approach	Can explain limitations associated with standard instrument approaches, including while using an FMS or autopilot, if equipped.			Medium
Conduct Holding	Can explain elements related to holding procedures, including reporting criteria, appropriate speeds, and recommended entry procedures for standard, nonstandard, published, and non- published holding patterns.			Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding	Can explain determining holding endurance based upon factors to include an expect further clearance (EFC) time, fuel on board, fuel flow while holding, fuel required to destination and alternate, etc., as appropriate.			Medium
Conduct Holding	Can explain when to declare minimum fuel or a fuel-related emergency.			Medium
Conduct Holding	Can explain use of automation for holding to include autopilot and flight management systems, if equipped.			Medium
Conduct Go-Around/Rejected Landing	Can explain stabilized approach, to include energy management concepts.			Medium
Conduct Go-Around/Rejected Landing	Can explain situations and considerations on approach that could require a go-around/rejected landing, to include the inability to			Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
	comply with a LAHSO clearance.			
Conduct Go-Around/Rejected Landing	Can explain Go-around/rejected landing procedures, the importance of a timely decision, and appropriate airspeed/V-speeds for the maneuver.			Medium
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can explain flight characteristics and controllability associated with maneuvering to a landing with inoperative powerplant(s).			Low
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can explain go-around/rejected landing procedures with a powerplant failure.			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can explain how to determine a suitable airport.			Low
Conduct Normal Approach and Landing with Crosswind	Can explain stabilized approach, to include energy management concepts.			Medium
Conduct Normal Approach and Landing with Crosswind	Can explain effects of atmospheric conditions, including wind, on approach and landing performance.			Medium
Conduct Landing From a Precision Approach	Can explain elements related to the pilot's responsibilities, and the environmental, operational, and meteorological factors that affect landing from a precision approach.			Medium
Conduct Landing From a Precision Approach	Can explain approach lighting systems and runway and taxiway signs,			Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
	markings and lighting.			
Conduct after landing, parking and securing	Can explain parking, shutdown, securing, and postflight inspection.			Medium
Conduct Powerplant Start		Can ensure the ground safety procedures are followed during the before-start, start, and after-start phase		Medium
Conduct Powerplant Start		Can coordinate with crew and complete the appropriate checklist(s) prior to and after powerplant start.		Medium
Conduct Powerplant Start		Can identify an abnormal start or malfunction and execute the correct procedure		Medium
Conduct Before Takeoff Checks		Can determine the airplane's takeoff performance for actual conditions and planned departure runway		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can coordinate with crew and execute the appropriate checklist(s) prior to takeoff in a timely manner		Medium
Conduct Before Takeoff Checks		Can confirm all systems checked are within an acceptable operating range and are safe for the proposed flight		Medium
Conduct Before Takeoff Checks		Can explain any system operating characteristic or limitation and any corrective action for a malfunction during the checks		Medium
Conduct Before Takeoff Checks		Can determine airspeeds/V-speeds and set flight instruments appropriately		Medium
Conduct Before Takeoff Checks		Can use flight director and autopilot controls for the current flight conditions and takeoff and departure clearances		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can perform configuration of navigation equipment for takeoff and departure clearances		Medium
Conduct Before Takeoff Checks		Can configure communication equipment for takeoff and departure clearances		Medium
Conduct Before Takeoff Checks		Can obtain and correctly interpret the takeoff and departure clearance		Medium
Conduct Before Takeoff Checks		Can conduct a briefing that includes procedures for emergency and abnormal situations (e.g., powerplant failure, windshear), which may be encountered during takeoff, and state the planned action if they were to occur		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff		Can execute aborted takeoff if the powerplant failure occurs at a point during the takeoff where the abort procedure can be initiated and the airplane can be safely stopped on the remaining runway		Low
Conduct Rejected Takeoff		Can execute prompt reduction of power and maintain positive aircraft control using drag and braking devices, as appropriate, to come to a stop		Low
Conduct Rejected Takeoff		Can coordinate with crew, if applicable, and complete the appropriate procedures, checklist(s), and radio calls following a rejected takeoff in a timely manner		Low
Conduct Normal Takeoff and Climb with Crosswind		Can coordinate with crew and complete the appropriate checklist(s) prior to takeoff in a timely manner		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can perform radio calls as appropriate		Medium
Conduct Normal Takeoff and Climb with Crosswind		Can verify assigned/correct runway		Medium
Conduct Normal Takeoff and Climb with Crosswind		Can verify the airplane is configured for takeoff		Medium
Conduct Normal Takeoff and Climb with Crosswind		Can confirm takeoff power and proper engine and flight instrument indications prior to rotation and perform callouts as appropriate, for the airplane or per the operator's procedures		Medium
Conduct Normal Takeoff and Climb with Crosswind		Can execute appropriate after-takeoff checklist(s) in a timely manner		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can coordinate with crew and execute the appropriate checklist(s) prior to takeoff in a timely manner		Medium
Conduct Instrument Takeoff		Can execute setting of the applicable avionics and flight instruments prior to initiating the takeoff		Medium
Conduct Instrument Takeoff		Can verify assigned/correct runway		Medium
Conduct Instrument Takeoff		Can execute appropriate after-takeoff checklist(s) in a timely manner		Medium
Conduct Departure Procedures		Can select the appropriate instrument departure procedure.		Medium
Conduct Departure Procedures		Can select, identify and use the appropriate communication facilities associated with the procedure		Medium
Conduct Departure Procedures		Can select, identify and use the appropriate navigation facilities		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
		associated with the procedure		
Conduct Departure Procedures		Can perform programming the FMS prior to departure and execute avionics setup of flight director and autopilot controls for the departure		Medium
Conduct Departure Procedures		Can use current and appropriate navigation publications or databases for the proposed flight		Medium
Conduct Departure Procedures		Can perform interception of courses, radials, and bearings appropriate to the procedure, route or clearance		Medium
Conduct Departure Procedures		Can comply with all applicable charted procedures		Medium
Conduct Departure Procedures		Can execute the departure phase to a point where the transition to the en route environment is complete		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures		Can select, identify and use the appropriate communication and navigation facilities associated with the arrival		Medium
Conduct Arrival Procedures		Can perform setup of FMS and avionics to include flight director and autopilot controls for the arrival, if applicable		Medium
Conduct Arrival Procedures		Can use current and appropriate navigation publications or databases for the proposed flight		Medium
Conduct Arrival Procedures		Can perform interception of courses, radials, and bearings appropriate to the procedure, route or clearance		Medium
Conduct Arrival Procedures		Can comply with all applicable charted procedures		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can execute selection, tuning, identification, and confirmation the operational status of navigation equipment to be used for the approach.		Medium
Conduct Nonprecision Approach		Can Comply with all clearances issued by ATC .		Medium
Conduct Nonprecision Approach		Can recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.		Medium
Conduct Nonprecision Approach		Can use a Multi-Function Display (MFD) and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can execute selection, tuning, identification, and confirmation the operational status of navigation equipment to be used for the approach.		Medium
Conduct Precision Approach		Can recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.		Medium
Conduct Precision Approach		Can assess NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment and adjust the published MDA and visibility criteria for the aircraft approach category		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can use an MFD and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.		Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can recognize and correctly identify powerplant failure, execute memory items, and maintain positive airplane control.		Low
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can coordinate with crew, if applicable, and complete the appropriate emergency procedures and checklist(s) for simulated propeller feathering or simulated powerplant shutdown.		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach		Can coordinate with crew and execute the appropriate procedures and checklist(s) in a timely manner.		Medium
Conduct Missed Approach		Can comply with the published or alternate missed approach procedure.		Medium
Conduct Missed Approach		Can use an MFD and other graphical navigation displays, if installed, to monitor position and track to help navigate the missed approach.		Medium
Conduct Missed Approach		Can demonstrate effective CRM		Medium
Conduct Missed Approach		Can execute re-engagement of the autopilot at appropriate times during the missed approach procedure.		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach		Can obtain ATC clearance to attempt another approach, proceed to the alternate airport, holding fix, or other clearance limit, as appropriate, or as directed by the evaluator.		Medium
Conduct Holding		Can identify instrument navigation aids associated with the assigned hold.		Medium
Conduct Holding		Can apply the appropriate entry procedure for a standard, nonstandard, published, or non- published holding pattern.		Medium
Conduct Holding		Can change to the appropriate holding airspeed for the airplane and holding altitude to cross the holding fix at or below maximum holding airspeed		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding		Can comply with the holding pattern leg length and other restrictions, if applicable, associated with the holding pattern.		Medium
Conduct Holding		Can comply with ATC reporting requirements.		Medium
Conduct Holding		Can use automation to include autopilot, flight director controls, and navigation displays associated with the assigned hold.		Medium
Conduct Holding		Can calculate fuel reserve calculations based on EFC times.		Medium
Conduct Go-Around/Rejected Landing		Can execute the appropriate procedures and checklist(s) in a timely manner.		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can recognize and correctly identify powerplant failure, execute memory items, and maintain positive airplane control.		Low
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can coordinate with crew, if applicable, and complete the appropriate emergency procedures and checklist(s) for simulated propeller feathering or simulated powerplant shutdown.		Low
Conduct Normal Approach and Landing with Crosswind		Can coordinate with crew and execute after landing checklists(s).		Medium
Conduct Normal Approach and Landing with Crosswind		Can confirm the airplane is aligned with the correct/assigned runway or landing surface.		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can demonstrate SRM or CRM, as appropriate.		Medium
Conduct after landing, parking and securing		Can coordinate with crew, if applicable, and execute the appropriate checklist(s) after clearing the runway.		Medium
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			Can identify, assess, and manage risks encompassing Inoperative equipment discovered prior to flight.	High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			Can identify, assess, and manage risks encompassing external pressures and Aviation security concerns.	High
Conduct Powerplant Start			Can identify, assess, and manage risks encompassing malfunctions during powerplant start	Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start			Can identify, assess, and manage risks encompassing turbine powerplant safety	Medium
Conduct Powerplant Start			Can identify, assess, and manage risks encompassing managing situations where specific instructions or checklist items are not published	Medium
Conduct Powerplant Start			Can identify, assess, and manage risks encompassing personnel, vehicles, vessels, foreign object debris, and other aircraft in the vicinity during powerplant start	Medium
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing division of attention while conducting before takeoff checks	Medium
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing an unexpected change in the runway to be used for departure	Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to verify performance data is correct and airspeeds and flight instruments are set for actual conditions and the departure runway	Medium
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to set navigation and communication equipment for departure	Medium
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to configure autopilot and flight director controls for departure	Medium
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to account for adverse weather conditions prior to takeoff (e.g., snow, ice, gusting crosswinds, low-visibility)	Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing A powerplant failure during takeoff or other malfunction considering operational factors such as airplane characteristics, runway/takeoff path length, surface conditions, environmental conditions, and obstructions	Medium
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	Medium
Conduct Rejected Takeoff			Can identify, assess, and manage risks, encompassing a powerplant failure or other malfunction during takeoff.	Low
Conduct Rejected Takeoff			Can identify, assess, and manage risks, encompassing failure to maintain directional control following a rejected takeoff	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES	MOTOR SKILL LEARNING OBJECTIVES	ATTITUDE LEARNING OBJECTIVES	TASK EXPECTATION RATING
Conduct Rejected Takeoff			Can identify, assess, and manage risks, encompassing rejecting takeoff with inadequate stopping distance	Low
Conduct Rejected Takeoff			Can identify, assess, and manage risks, encompassing a high-speed abort distractions, loss of situational awareness, or improper task management	Low
Conduct Normal Takeoff and Climb with Crosswind			Can identify, assess, and manage risks, encompassing selection of a runway, or runway intersection aircraft limitations, available distance, surface conditions, and wind	Medium
Conduct Normal Takeoff and Climb with Crosswind			Can identify, assess, and manage risks, encompassing wake turbulence	Medium
Conduct Normal Takeoff and Climb with Crosswind			Can demonstrate proper planning for rejected takeoff	Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind			Can demonstrate proper planning for engine failure in takeoff phase of flight	Medium
Conduct Normal Takeoff and Climb with Crosswind			Can demonstrate proper planning for engine failure in climb phase of flight	Medium
Conduct Normal Takeoff and Climb with Crosswind			Can identify, assess, and manage risks, encompassing improper aircraft configuration or settings (e.g., trim, flaps, autobrakes, etc.)	Medium
Conduct Normal Takeoff and Climb with Crosswind			Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife	Medium
Conduct Normal Takeoff and Climb with Crosswind			Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management	Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing selection of a runway based on aircraft performance and limitations, available distance, surface conditions, lighting, and wind	Medium
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing wake turbulence	Medium
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for rejected takeoff	Medium
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for Engine failure in takeoff phase of flight with the ceiling or visibility below the minimums for an instrument approach at departure airport	Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for Engine failure in climb phase of flight with the ceiling or visibility below the minimums for an instrument approach at departure airport	Medium
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife	Medium
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for low altitude maneuvering including stall, spin, or CFIT	Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for distractions, loss of situational awareness, or improper task management.	Medium
Conduct Departure Procedures			Can identify, assess, and manage risks, encompassing failure to communicate with ATC or follow published procedures and required climb gradients	Medium
Conduct Departure Procedures			Can identify, assess, and manage risks, encompassing limitations of air traffic avoidance equipment and use of see and avoid techniques	Medium
Conduct Departure Procedures			Can identify, assess, and manage risks, encompassing improper automation management	Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures			Can identify, assess, and manage risks, encompassing failure to communicate with ATC or follow published procedures.	Medium
Conduct Arrival Procedures			Can identify, assess, and manage risks, encompassing failure to recognize limitations of traffic avoidance equipment.	Medium
Conduct Arrival Procedures			Can identify, assess, and manage risks, encompassing failure to use see and avoid techniques when possible.	Medium
Conduct Arrival Procedures			Can identify, assess, and manage risks, encompassing improper automation management.	Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures			Can identify, assess, and manage risks, encompassing ATC instructions that modify an arrival or discontinue/resume the aircraft's lateral or vertical navigation on an arrival.	Medium
Conduct Nonprecision Approach			Can identify, assess, and manage risks, encompassing Failure to follow the correct approach procedure (e.g., descending too early, etc.).	Medium
Conduct Nonprecision Approach			Can identify, assess, and manage risks, encompassing Selecting an incorrect navigation frequency.	Medium
Conduct Nonprecision Approach			Can identify, assess, and manage risks, encompassing Failure to manage automated navigation and auto flight systems.	Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			Can identify, assess, and manage risks, encompassing Failure to ensure proper airplane configuration during an approach and missed approach.	Medium
Conduct Nonprecision Approach			Can identify, assess, and manage risks, encompassing An unstable approach, including excessive descent rates.	Medium
Conduct Nonprecision Approach			Can identify, assess, and manage risks, encompassing Deteriorating weather conditions on approach.	Medium
Conduct Nonprecision Approach			Can identify, assess, and manage risks, encompassing Operating below the minimum descent altitude (MDA) or continuing a descent below decision altitude (DA) without proper visual references.	Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach			Can identify, assess, and manage risks, encompassing failure to follow the correct approach procedure (e.g. descending below the glideslope, etc.).	Medium
Conduct Precision Approach			Can identify, assess, and manage risks, encompassing selecting an incorrect navigation frequency.	Medium
Conduct Precision Approach			Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	Medium
Conduct Precision Approach			Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach.	Medium
Conduct Precision Approach			Can identify, assess, and manage risks, encompassing an unstable approach, including excessive descent rates.	Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach			Can identify, assess, and manage risks, encompassing deteriorating weather conditions on approach.	Medium
Conduct Precision Approach			Can identify, assess, and manage risks, encompassing continuing to descend below the Decision Altitude (DA)/Decision Height (DH) when the required visual references are not visible.	Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)			Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure inflight or during an approach.	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)			Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	Low
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)			Can identify, assess, and manage risks, encompassing improper airplane configuration.	Low
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)			Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)			Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	Low
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)			Can identify, assess, and manage risks, encompassing landing with a powerplant failure.	Low
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)			Can identify, assess, and manage risks, encompassing missed approach with a powerplant failure.	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)			Can identify, assess, and manage risks, encompassing maneuvering in IMC with a powerplant failure.	Low
Conduct Missed Approach			Can identify, assess, and manage risks, encompassing failure to follow prescribed procedures.	Medium
Conduct Missed Approach			Can identify, assess, and manage risks, encompassing holding, diverting, or electing to fly the approach again.	Medium
Conduct Missed Approach			Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach.	Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach			Can identify, assess, and manage risks, encompassing factors that might lead to executing a missed approach procedure before the MAP or to a go-around below DA/MDA.	Medium
Conduct Missed Approach			Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	Medium
Conduct Holding			Can identify, assess, and manage risks, encompassing recalculating fuel reserves if assigned an unanticipated EFC time.	Medium
Conduct Holding			Can identify, assess, and manage risks, encompassing scenarios and circumstances that could result in minimum fuel or the need to declare an emergency.	Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding			Can describe scenarios that could lead to holding, including deteriorating weather at the planned destination.	Medium
Conduct Holding			Can identify, assess, and manage risks, encompassing improper holding entry and improper wind correction while holding.	Medium
Conduct Holding			Can identify, assess, and manage risks, encompassing holding while in icing conditions.	Medium
Conduct Holding			Can identify, assess, and manage risks, encompassing improper automation management.	Medium
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing delayed recognition of the need for a go-around/rejected landing.	Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing delayed performance of a go-around at low altitude.	Medium
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing improper application of power.	Medium
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing improper airplane configuration.	Medium
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires vessels, vessels, persons, and wildlife.	Medium
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	Medium
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing managing a go-around/rejected landing after accepting a LAHSO clearance.	Medium
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure			Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure inflight or during an approach.	Low
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure			Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure			Can identify, assess, and manage risks, encompassing improper airplane configuration.	Low
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure			Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	Low
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure			Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	Low
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure			Can identify, assess, and manage risks, encompassing performing a go-around/rejected landing with a powerplant failure.	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind			Can identify, assess, and manage risks, encompassing selection of a runway or approach path and touchdown area based aircraft limitations, available distance, surface conditions, and wind.	Medium
Conduct Normal Approach and Landing with Crosswind			Can identify, assess, and manage risks, encompassing wake turbulence.	Medium
Conduct Normal Approach and Landing with Crosswind			Can identify, assess, and manage risks, encompassing Go-Around/Rejected Landing	Medium
Conduct Normal Approach and Landing with Crosswind			Can identify, assess, and manage risks, encompassing land and Hold Short Operations (LAHSO)	Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind			Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	Medium
Conduct Normal Approach and Landing with Crosswind			Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	Medium
Conduct Normal Approach and Landing with Crosswind			Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, incorrect airport surface approach and landing, or improper task management.	Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing selection of an approach procedure and runway based on pilot capability, aircraft limitations, available distance, surface conditions, and wind.	Medium
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing wake turbulence.	Medium
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for missed approach	Medium
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for land and hold short operations (LAHSO)	Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	Medium
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for low altitude maneuvering including stall, spin, or CFIT.	Medium
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for distractions, loss of situational awareness, or improper task management.	Medium
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for attempting to land from an unstable approach.	Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for flying below the glidepath.	Medium
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for transitioning from instrument to visual references for landing.	Medium
Conduct after landing, parking and securing			Can identify, assess, and manage risks, encompassing inappropriate activities and distractions.	Medium
Conduct after landing, parking and securing			Can identify, assess, and manage risks, encompassing confirmation or expectation bias as related to taxi instructions.	Medium
Conduct after landing, parking and securing			Can identify, assess, and manage risks, encompassing propeller, turbofan inlet, and exhaust safety.	Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct after landing, parking and securing			Can identify, assess, and manage risks, encompassing airport specific security procedures.	Medium
Conduct after landing, parking and securing			Can identify, assess, and manage risks, encompassing disembarking passengers.	Medium
Conduct Arrival Procedures	Can explain reasons other than visibility that a go around may suddenly be required			Medium
Conduct Arrival Procedures	Can explain the characteristics of a pilot braking action report			Medium
Conduct Arrival Procedures	Can explain items to consider when a pilot braking action report is reliable			Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can verify currency and integrity of aircraft navigation data		Medium
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can obtain a receiver autonomous integrity monitoring (RAIM) prediction for the planned RNP operation		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can verify successful completion of RNP system self-tests;		Medium
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform initialization navigation system position		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform retrieval of an RNP procedure (e.g., Standard Instrument Departure (SID) or a Standard Terminal Arrival (STAR) with appropriate transition)		Medium
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can execute an RNP procedure (e.g., Standard Instrument Departure (SID) or a Standard Terminal Arrival (STAR) with appropriate transition)		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can select the appropriate STAR or SID for the active runway in use and be familiar with procedures to deal with a runway change		Medium
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can verify waypoints and flight plan programming;		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform a manual or automatic runway update (with takeoff point shift for Inertial Reference Units (IRU) only);		Medium
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform flying direct to a waypoint		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform flying a course/track to a waypoint		Medium
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform interception of a course/track		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform flying vectors, and rejoining an RNP route/procedure from the ‘heading’ mode;		Medium
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform selecting/arming the navigation system for an ILS or GLS transition		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform insertion and deletion of a route discontinuity;		Medium
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform removal and reselection of a navigation sensor input;		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can confirm exclusion of a specific navigation aid or navigation aid type (distance measuring equipment (DME) and very high frequency omni-directional range (VOR) only);		Medium
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform changing of the arrival airport and alternate airport		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can verify the RNP value set in the flight management system (FMS) matches the equipment capability and authorizations as annotated in the flight plan		Medium
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform parallel offset function if capability exists		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of FMS		Can perform use of the automatic throttle, flight management computer, or other speed management system, if applicable.		Medium
Conduct Go-Around/Rejected Landing	Can describe Proper airborne system use for go-around, including consideration of height loss during transition to a go-around, performance assurance for obstacle clearance, management of any necessary mode changes, and assurance of appropriate vertical and lateral flightpath tracking.			Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can describe normal and non-normal procedures including crew duties, monitoring assignments, transfer of control during normal operations, appropriate automatic or crew-initiated call-outs, proper use of standard or special IAPs, applicable minima for normal configurations or for alternate or failure configurations, and reversion to higher minima in the event of failures			Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can perform appropriate normal and non-normal procedures including crew duties, monitoring assignments, transfer of control during normal operations, appropriate automatic or crew-initiated call-outs, proper use of standard or special IAPs, applicable minima for normal configurations or for alternate or failure configurations, and reversion to higher minima in the event of failures		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can describe procedures during takeoff to address the transition from visual flight to instrument flight for both the pilot flying (PF) and pilot monitoring (PM), to include the use and limitations of any flight guidance or visual systems in use. Pilots should be aware of the operator's policy for responding to loss of suitable visual reference during takeoff, in the low and high speed regimes, both before and after V1 (refer to AC 120-62 for additional information and recommendations for training).			Medium
Conduct Precision Approach	Can describe procedures to address the transition from electronic monitoring displays to external visual references for both PF and PM for systems that			Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
	include such displays.			
Conduct Precision Approach	Can recognize the limits of acceptable aircraft position and flightpath tracking during approach, flare and rollout. This should be addressed using appropriate displays or annunciations for either automatic or manual landing systems.			Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach			Can appreciate constraints for head winds, tail winds, crosswinds, and the effect of vertical and horizontal wind shear on automatic systems, flight directors (F/D), or other system (e.g., HUD, SVGS, etc.) performance. For systems such as HUDs that have a limited field of view (FOV), or synthetic reference systems, pilots should be familiar with the display limitations of these systems and expected pilot actions in the event that the aircraft reaches or exceeds a display limit capability.	Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff			Can demonstrate familiarization with operator's policies and procedures concerning constraints applicable to AWO takeoffs and landings on contaminated or cluttered runways. Limits should be noted for use of wet or icy runways as far as directional control or stopping performance is concerned, and flight crews should be familiar with appropriate constraints related to braking reports and the obscuration of appropriate lighting or markings. Refer to AC 91-79 for detailed information on runway contaminants and condition reporting.	Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			Can demonstrate familiarization with operator's policies and procedures concerning constraints applicable to AWO takeoffs and landings on contaminated or cluttered runways. Limits should be noted for use of wet or icy runways as far as directional control or stopping performance is concerned, and flight crews should be familiar with appropriate constraints related to braking reports and the obscuration of appropriate lighting or markings. Refer to AC 91-79 for detailed information on runway contaminants and condition reporting.	Medium
Conduct Landing From a Precision Approach	Can recognize significant airborne system failures experienced prior to and after reaching the final approach fix (FAF), MDA, DA/DH, or AH.			Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can perform proper reaction to significant airborne system failures experienced prior to and after reaching the final approach fix (FAF), MDA, DA/DH, or AH. Expected pilot response to failure after touchdown should be addressed as well.		Medium
Conduct Landing From a Precision Approach	Can recognize ground or navigation system faults, failures or abnormalities at any point during the approach and landing.			Medium
Conduct Landing From a Precision Approach		Can recognize and execute appropriate actions in response to ground or navigation system faults, failures or abnormalities at any point during the approach and landing.		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			Can appreciate that pilots should be familiar with the need to report navigation system anomalies or discrepancies, failures of any lighting system (e.g., approach lights, runway lights, touchdown zone (TDZ) lights, centerline lights), or any other discrepancies that could be pertinent to operations.	Medium
Conduct Precision Approach		Can apply Flightcrew procedures used (e.g., PF/PM duties, monitored approach, or call-outs);		Medium
Conduct Precision Approach	Can identify nearby critical terrain or obstruction environment;			Medium
Conduct Precision Approach		Can respond appropriately to aircraft and ground system failures.		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can respond appropriately to engine failure prior to or during an approach.		Low
Conduct Rejected Takeoff		Can execute Rejected takeoff from a point prior to V1 (including an engine failure);		Low
Conduct Rejected Takeoff		Can perform rejected takeoff requiring transfer of control (if applicable) for low-visibility takeoff minima where a flight guidance and/or vision system is required		Low
Conduct Rejected Takeoff		Can perform rejected takeoff with failure of the flight guidance device or ground-based guidance system, at a critical point of the takeoff, unless these systems have failure characteristics that are extremely improbable.		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can execute continued takeoff following failures including engine failure after V1, and any critical failures for the aircraft type that could lead to lateral asymmetry during the takeoff;		Low
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can explain the procedures used during a powerplant failure on takeoff, the appropriate reference airspeeds, and the specific pilot actions required.			Low
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can explain operational considerations to include: airplane performance, takeoff warning systems, runway length, surface conditions, density altitude, wake turbulence, environmental conditions, obstructions			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can execute continued takeoff if the powerplant failure occurs at a point where the airplane can continue to a specified airspeed and altitude at the end of the runway commensurate with the airplane's performance capabilities and operating limitations		Low
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can coordinate with crew and execute the appropriate checklist(s) following the powerplant failure.		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1			Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure during takeoff considering operational factors such as takeoff warning inhibit systems, runway/takeoff path length, surface conditions, environment, obstructions, and LAHSO operations.	Low
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1			Can identify, assess, and manage risks, encompassing failure to brief the plan for a powerplant failure during takeoff, in a crew environment.	Low
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1			Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1			Can identify, assess, and manage risks, encompassing failure to correctly identify the inoperative engine (AMEL, AMES).	Low
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1			Can identify, assess, and manage risks, encompassing inability to climb or maintain altitude with an inoperative powerplant (AMEL, AMES).	Low
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1			Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	Low
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1			Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1			Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	Low
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can explain the procedures used during a powerplant failure on takeoff, the appropriate reference airspeeds, and the specific pilot actions required.			Low
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can explain operational considerations to include: airplane performance, takeoff warning systems, runway length, surface conditions, density altitude, wake turbulence, environmental conditions, obstructions			Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can coordinate with crew and execute the appropriate checklist(s) following the powerplant failure.		Low
Conduct Emergency Procedure - Powerplant Failure During Second Segment			Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure during takeoff considering operational factors such as takeoff warning inhibit systems, runway/takeoff path length, surface conditions, environment, obstructions, and LAHSO operations.	Low
Conduct Emergency Procedure - Powerplant Failure During Second Segment			Can identify, assess, and manage risks, encompassing failure to brief the plan for a powerplant failure during takeoff, in a crew environment.	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment			Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	Low
Conduct Emergency Procedure - Powerplant Failure During Second Segment			Can identify, assess, and manage risks, encompassing failure to correctly identify the inoperative engine (AMEL, AMES).	Low
Conduct Emergency Procedure - Powerplant Failure During Second Segment			Can identify, assess, and manage risks, encompassing inability to climb or maintain altitude with an inoperative powerplant (AMEL, AMES).	Low
Conduct Emergency Procedure - Powerplant Failure During Second Segment			Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment			Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	Low
Conduct Emergency Procedure - Powerplant Failure During Second Segment			Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	Low
Conduct Missed Approach - OEI	Can explain elements related to a one engine inoperative missed approach procedures to include reference to standby or backup instruments.			Low
Conduct Missed Approach - OEI		Can coordinate with crew and execute the appropriate procedures and checklist(s) in a timely manner during an one engine inoperative missed approach.		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI		Can comply with the published or alternate missed approach procedure during an one engine inoperative missed approach.		Low
Conduct Missed Approach - OEI		Can use an MFD and other graphical navigation displays, if installed, to monitor position and track to help navigate the missed approach.		Low
Conduct Missed Approach - OEI		Can demonstrate effective CRM during an one engine inoperative missed approach.		Low
Conduct Missed Approach - OEI		Can execute re-engagement of the autopilot at appropriate times during the one engine inoperative missed approach procedure.		Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI		Can obtain ATC clearance to attempt another approach, proceed to the alternate airport, holding fix, or other clearance limit, as appropriate, or as directed by the evaluator during an one engine inoperative missed approach.		Low
Conduct Missed Approach - OEI			Can identify, assess, and manage risks, encompassing failure to follow prescribed procedures during an one engine inoperative missed approach.	Low
Conduct Missed Approach - OEI			Can identify, assess, and manage risks, encompassing holding, diverting, or electing to fly the approach again during an one engine inoperative missed approach.	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI			Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach during an one engine inoperative missed approach.	Low
Conduct Missed Approach - OEI			Can identify, assess, and manage risks, encompassing factors that might lead to executing an one engine inoperative missed approach procedure before the MAP or to a go-around below DA/MDA.	Low
Conduct Missed Approach - OEI			Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems during an one engine inoperative missed approach.	Low

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of TCAS		Can demonstrate the proper use of controls including aircraft configuration required to initiate a self-test.		High
Conduct use of TCAS		Can demonstrate the proper use of controls including steps required to initiate a self-test.		High
Conduct use of TCAS		Can demonstrate the proper use of controls including recognizing when the self-test was successful and when it was unsuccessful. When the self-test is unsuccessful, recognizing the reason for the failure, and if possible, correcting the problem.		High

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: GROUND HANDLING CHECKLIST		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		High
Conduct use of checklist: EXTERNAL CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		High
Conduct use of checklist: BEFORE START CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		High

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: START CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		High
Conduct use of checklist: AFTER START CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		High
Conduct use of checklist: BEFORE TAKE-OFF CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		High

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: LINE UP CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium
Conduct use of checklist: AFTER TAKE-OFF CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium
Conduct use of checklist: CLIMB CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: CRUISE CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium
Conduct use of checklist: CABIN ALTITUDE SETTING FOR LANDING		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium
Conduct use of checklist: DESCENT CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: APPROACH CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium
Conduct use of checklist: LANDING CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium
Conduct use of checklist: MISSED APPROACH CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium

CE-560XL COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: AFTER LANDING CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium
Conduct use of checklist: SHUT DOWN CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium
Conduct use of checklist: LEAVING AIRPLANE (TERMINATING FLIGHT) CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium

4 Simulator Training Learning Objectives – Course 1

4.1 Course 1 – SIM 1 Learning Objectives

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct after landing, parking and securing			Medium
Conduct after landing, parking and securing	Can demonstrate runway incursion avoidance procedures.		Medium
Conduct after landing, parking and securing	Can comply with ATC instructions and perform radio calls as appropriate.		Medium
Conduct after landing, parking and securing	Can coordinate with crew, if applicable, and execute the appropriate checklist(s) after clearing the runway.		Medium
Conduct after landing, parking and securing	Can perform parking in the appropriate area, considering the safety of nearby persons and property.		Medium
Conduct after landing, parking and securing	Can execute a postflight inspection and document discrepancies and servicing requirements, if any.		Medium
Conduct after landing, parking and securing	Can perform securing the airplane.		Medium
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing inappropriate activities and distractions.	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing confirmation or expectation bias as related to taxi instructions.	Medium
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing propeller, turbofan inlet, and exhaust safety.	Medium
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing airport specific security procedures.	Medium
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing disembarking passengers.	Medium
Conduct Arrival Procedures		Can manage the risk of errors when assigned an STAR and subsequently receives a change of landing runway, procedure or transition by verifying the appropriate changes are entered and available for navigation	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures			Medium
Conduct Arrival Procedures			Medium
Conduct Arrival Procedures			Medium
Conduct Arrival Procedures			Medium
Conduct Arrival Procedures	Can select, identify and use the appropriate communication and navigation facilities associated with the arrival		Medium
Conduct Arrival Procedures	Can perform setup of FMS and avionics to include flight director and autopilot controls for the arrival, if applicable		Medium
Conduct Arrival Procedures	Can use current and appropriate navigation publications or databases for the proposed flight		Medium
Conduct Arrival Procedures	Can initiate two-way communications with the proper controlling agency		Medium
Conduct Arrival Procedures	Can use proper phraseology and comply in a timely manner with all ATC instructions and airspace restrictions		Medium
Conduct Arrival Procedures	Can perform interception of courses, radials, and bearings appropriate to the procedure, route or clearance		Medium
Conduct Arrival Procedures	Can comply with all applicable charted procedures		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures	Can comply with airspeed restrictions required by regulation, procedure, aircraft limitation or ATC		Medium
Conduct Arrival Procedures	Can maintain rate of descent consistent with the route segment, airplane operating characteristics and safety		Medium
Conduct Arrival Procedures	Can maintain the appropriate airspeed/V-speed ±10 knots, but not less than VRef if applicable, heading ±10°, altitude ±100 feet, and accurately track radials, courses, and bearings		Medium
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing failure to communicate with ATC or follow published procedures.	Medium
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing failure to recognize limitations of traffic avoidance equipment.	Medium
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing failure to use see and avoid techniques when possible.	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing improper automation management.	Medium
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing ATC instructions that modify an arrival or discontinue/resume the aircraft's lateral or vertical navigation on an arrival.	Medium
Conduct Arrival Procedures			Medium
Conduct Arrival Procedures			Medium
Conduct Arrival Procedures			Medium
Conduct Before Takeoff Checks		Can manage the risk of errors when assigned an RNAV DP and subsequently receives a change of runway, procedure or transition by verifying the appropriate changes are entered and available for navigation prior to takeoff.	High
Conduct Before Takeoff Checks			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks	Can determine the airplane's takeoff performance for actual conditions and planned departure runway		High
Conduct Before Takeoff Checks	Can coordinate with crew and execute the appropriate checklist(s) prior to takeoff in a timely manner		High
Conduct Before Takeoff Checks	Can confirm all systems checked are within an acceptable operating range and are safe for the proposed flight		High
Conduct Before Takeoff Checks	Can explain any system operating characteristic or limitation and any corrective action for a malfunction during the checks		High
Conduct Before Takeoff Checks	Can determine airspeeds/V-speeds and set flight instruments appropriately		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can use flight director and autopilot controls for the current flight conditions and takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can perform configuration of navigation equipment for takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can configure communication equipment for takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can obtain and correctly interpret the takeoff and departure clearance		High
Conduct Before Takeoff Checks	Can conduct a briefing that includes procedures for emergency and abnormal situations (e.g., powerplant failure, windshear), which may be encountered during takeoff, and state the planned action if they were to occur		High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing division of attention while conducting before takeoff checks	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing an unexpected change in the runway to be used for departure	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to verify performance data is correct and airspeeds and flight instruments are set for actual conditions and the departure runway	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to set navigation and communication equipment for departure	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to configure autopilot and flight director controls for departure	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to account for adverse weather conditions prior to takeoff (e.g., snow, ice, gusting crosswinds, low-visibility)	High

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TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing A powerplant failure during takeoff or other malfunction considering operational factors such as airplane characteristics, runway/takeoff path length, surface conditions, environmental conditions, and obstructions	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	High
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A			Medium
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A			Medium
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A			Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A			Medium
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A			Medium
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A			Medium
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A	Can maintain coordinated flight in simulated or actual instrument conditions throughout the maneuver		Medium
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A	Can perform smooth adjustment of pitch attitude, bank angle (15°-30°), and power setting either manually or with the autopilot engaged		Medium
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A	Can recognize the cues and execute prompt recovery at the first indication of an impending stall (e.g., buffet, stall horn, stick shaker, etc.)		Medium
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A	Can execute a stall recovery in accordance with procedures set forth in the POH/AFM		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A	Can execute a return to the desired flight path		Medium
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing factors and situations that could lead to an inadvertent stall, spin, and loss of control during cruise flight	Medium
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing range and limitations of stall warning indicators (e.g., aircraft buffet, stall horn, stick shaker, etc.)	Medium
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing failure to recognize and recover at the stall warning	Medium
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing improper stall recovery procedure	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing secondary stalls, accelerated stalls, elevator trim stalls, and cross-control stalls	Medium
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing effect of environmental elements on aircraft performance while in cruise flight as it relates to stalls (e.g., turbulence, microbursts, and high-density altitude)	Medium
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing distractions, loss of situational awareness, or improper task management	Medium
Conduct Departure Procedures			Medium
Conduct Departure Procedures			Medium
Conduct Departure Procedures			Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures			Medium
Conduct Departure Procedures			Medium
Conduct Departure Procedures			Medium
Conduct Departure Procedures			Medium
Conduct Departure Procedures			Medium
Conduct Departure Procedures			Medium
Conduct Departure Procedures			Medium
Conduct Departure Procedures	Can select the appropriate instrument departure procedure.		Medium
Conduct Departure Procedures	Can select, identify and use the appropriate communication facilities associated with the procedure		Medium
Conduct Departure Procedures	Can select, identify and use the appropriate navigation facilities associated with the procedure		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can perform programming the FMS prior to departure and execute avionics setup of flight director and autopilot controls for the departure		Medium
Conduct Departure Procedures	Can use current and appropriate navigation publications or databases for the proposed flight		Medium
Conduct Departure Procedures	Can initiate two-way communications with the proper controlling agency		Medium
Conduct Departure Procedures	Can use proper phraseology and comply in a timely manner with all ATC instructions and airspace restrictions		Medium
Conduct Departure Procedures	Can perform interception of courses, radials, and bearings appropriate to the procedure, route or clearance		Medium
Conduct Departure Procedures	Can comply with all applicable charted procedures		Medium
Conduct Departure Procedures	Can maintain the appropriate airspeed ±10 knots, headings ±10°, and altitude ±100 feet, and accurately track a course, radial, or bearing		Medium
Conduct Departure Procedures	Can execute the departure phase to a point where the transition to the en route environment is complete		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing failure to communicate with ATC or follow published procedures and required climb gradients	Medium
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing limitations of air traffic avoidance equipment and use of see and avoid techniques	Medium
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing improper automation management	Medium
Conduct Go-Around/Rejected Landing			Medium
Conduct Go-Around/Rejected Landing			Medium
Conduct Go-Around/Rejected Landing			Medium
Conduct Go-Around/Rejected Landing			Medium
Conduct Go-Around/Rejected Landing			Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing	Can initiate a timely decision to go-around/reject the landing.		Medium
Conduct Go-Around/Rejected Landing	Can apply the appropriate power setting for the flight condition and establish a pitch attitude necessary to obtain the desired performance.		Medium
Conduct Go-Around/Rejected Landing	Can perform establishing a positive rate of climb and the appropriate airspeed/V-speed, ±5 knots.		Medium
Conduct Go-Around/Rejected Landing	Can execute configuration and trimming of the airplane, when appropriate.		Medium
Conduct Go-Around/Rejected Landing	Can perform radio calls as appropriate		Medium
Conduct Go-Around/Rejected Landing	Can maintain the ground track, heading, or course appropriate for the conditions, or as specified by ATC .		Medium
Conduct Go-Around/Rejected Landing	Can execute the appropriate procedures and checklist(s) in a timely manner.		Medium
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing delayed recognition of the need for a go-around/rejected landing.	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing delayed performance of a go-around at low altitude.	Medium
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing improper application of power.	Medium
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing improper airplane configuration.	Medium
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires vessels, vessels, persons, and wildlife.	Medium
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	Medium
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing managing a go-around/rejected landing after accepting a LAHSO clearance.	Medium
Conduct Go-Around/Rejected Landing			Medium
Conduct Go-Around/Rejected Landing	Can perform airborne system use for go-around, including consideration of height loss during transition to a go-around, performance assurance for obstacle clearance, management of any necessary mode changes, and assurance of appropriate vertical and lateral flightpath tracking.		Medium
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures		Can identify, assess, and manage risks encompassing Inoperative equipment discovered prior to flight.	High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures		Can identify, assess, and manage risks encompassing external pressures and Aviation security concerns.	High
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A			Medium

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TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A			Medium
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A			Medium
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A			Medium
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A			Medium
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A	Can perform smooth adjustment of pitch attitude, bank angle (15°-30°), and power setting either manually or with the autopilot engaged		Medium
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A	Can recognize the cues and execute prompt recovery at the first indication of an impending stall (e.g., buffet, stall horn, stick shaker, etc.)		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A	Can perform establishment of the landing configuration (i.e., lift/drag devices set and landing gear extended) and maintain coordinated flight in simulated or actual instrument conditions throughout the maneuver		Medium
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A	Can recognize the cues and execute prompt recovery at the first indication of an impending stall (e.g., buffet, stall horn, stick shaker, etc.)		Medium
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A	Can execute a stall recovery in accordance with procedures set forth in the POH/AFM		Medium
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A	Can execute retraction of the flaps or other lift/drag devices to the recommended setting, retract the landing gear after a positive rate of climb is established and return to the desired flight path		Medium
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing factors and situations that could lead to an inadvertent stall, spin, and loss of control during landing	Medium

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TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing range and limitations of stall warning indicators (e.g., aircraft buffet, stall horn, stick shaker, etc.)	Medium
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing failure to recognize and recover at the stall warning	Medium
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing improper stall recovery procedure	Medium
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing secondary stalls, accelerated stalls, elevator trim stalls, and cross-control stalls	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing the effect of environmental elements on aircraft performance while landing as it relates to stalls (e.g., turbulence, icing, microbursts, and high-density altitude)	Medium
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing stalls at a low altitude	Medium
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing distractions, loss of situational awareness, or improper task management	Medium
Conduct Landing From a Precision Approach			Medium
Conduct Landing From a Precision Approach			Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can maintain the desired airspeed, ±5 knots, and vertical and lateral guidance within ¼-scale deflection of the indicators during the descent from DA/DH to a point where visual maneuvering is used to accomplish a normal landing.		Medium
Conduct Landing From a Precision Approach	Can comply with all ATC advisories, such as NOTAMs, windshear, wake turbulence, runway surface, braking conditions, and other operational considerations.		Medium
Conduct Landing From a Precision Approach	Can execute touch down at the appropriate speed and pitch attitude at the runway aiming point markings, -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		Medium
Conduct Landing From a Precision Approach	Can maintain positive airplane control throughout the landing using drag and braking devices, as appropriate, to come to a stop.		Medium
Conduct Landing From a Precision Approach	Can demonstrate SRM or CRM, as appropriate.		Medium
Conduct Landing From a Precision Approach	Can apply runway incursion avoidance procedures.		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing selection of an approach procedure and runway based on pilot capability, aircraft limitations, available distance, surface conditions, and wind.	Medium
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing wake turbulence.	Medium
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for missed approach	Medium
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for land and hold short operations (LAHSO)	Medium
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	Medium

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TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for low altitude maneuvering including stall, spin, or CFIT.	Medium
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for distractions, loss of situational awareness, or improper task management.	Medium
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for attempting to land from an unstable approach.	Medium
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for flying below the glidepath.	Medium
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for transitioning from instrument to visual references for landing.	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can demonstrate familiarization with operator's policies and procedures concerning constraints applicable to AWO takeoffs and landings on contaminated or cluttered runways. Limits should be noted for use of wet or icy runways as far as directional control or stopping performance is concerned, and flight crews should be familiar with appropriate constraints related to braking reports and the obscuration of appropriate lighting or markings. Refer to AC 91-79 for detailed information on runway contaminants and condition reporting.	Medium
Conduct Landing From a Precision Approach			Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can perform proper reaction to significant airborne system failures experienced prior to and after reaching the final approach fix (FAF), MDA, DA/DH, or AH. Expected pilot response to failure after touchdown should be addressed as well.		Medium
Conduct Landing From a Precision Approach			Medium
Conduct Landing From a Precision Approach	Can recognize and execute appropriate actions in response to ground or navigation system faults, failures or abnormalities at any point during the approach and landing.		Medium
Conduct Landing From a Precision Approach		Can appreciate that pilots should be familiar with the need to report navigation system anomalies or discrepancies, failures of any lighting system (e.g., approach lights, runway lights, touchdown zone (TDZ) lights, centerline lights), or any other discrepancies that could be pertinent to operations.	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach			Medium
Conduct Missed Approach			Medium
Conduct Missed Approach			Medium
Conduct Missed Approach	Can apply the appropriate power setting for the flight condition and establish a pitch attitude necessary to obtain the desired performance.		Medium
Conduct Missed Approach	Can perform retraction of the wing flaps/drag devices and landing gear, if appropriate, in the correct sequence and at a safe altitude, and initiate a positive rate of climb at the appropriate airspeed/V- speed, ±5 knots.		Medium
Conduct Missed Approach	Can coordinate with crew and execute the appropriate procedures and checklist(s) in a timely manner.		Medium
Conduct Missed Approach	Can comply with the published or alternate missed approach procedure.		Medium
Conduct Missed Approach	Can coordinate with ATC if unable to comply with a clearance, restriction, or climb gradient.		Medium
Conduct Missed Approach	Can maintain the heading, course, or bearing ±5°, and altitude(s) ±100 feet during the missed approach procedure.		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach	Can use an MFD and other graphical navigation displays, if installed, to monitor position and track to help navigate the missed approach.		Medium
Conduct Missed Approach	Can demonstrate effective CRM		Medium
Conduct Missed Approach	Can execute re-engagement of the autopilot at appropriate times during the missed approach procedure.		Medium
Conduct Missed Approach	Can obtain ATC clearance to attempt another approach, proceed to the alternate airport, holding fix, or other clearance limit, as appropriate, or as directed by the evaluator.		Medium
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to follow prescribed procedures.	Medium
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing holding, diverting, or electing to fly the approach again.	Medium
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach.	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing factors that might lead to executing a missed approach procedure before the MAP or to a go-around below DA/MDA.	Medium
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	Medium
Conduct Missed Approach	Can execute a missed approach from the MDA, DA/DH, or AH.		Medium
Conduct Missed Approach	Can execute a missed approach from a low altitude that could result in a touchdown during go-around (balked or rejected landing).		Medium
Conduct Normal Approach and Landing with Crosswind			Medium
Conduct Normal Approach and Landing with Crosswind			Medium
Conduct Normal Approach and Landing with Crosswind			Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind			Medium
Conduct Normal Approach and Landing with Crosswind	Can coordinate with crew and execute after landing checklists(s).		Medium
Conduct Normal Approach and Landing with Crosswind	Can perform radio calls as appropriate		Medium
Conduct Normal Approach and Landing with Crosswind	Can maintain a ground track that ensures the desired traffic pattern will be flown taking into consideration obstructions and ATC		Medium
Conduct Normal Approach and Landing with Crosswind	Can confirm the airplane is aligned with the correct/assigned runway or landing surface.		Medium
Conduct Normal Approach and Landing with Crosswind	Can scan runway or landing surface and adjoining area for traffic and obstructions.		Medium
Conduct Normal Approach and Landing with Crosswind	Can select a suitable touchdown point considering wind, landing surface, and obstructions.		Medium
Conduct Normal Approach and Landing with Crosswind	Can perform establishing the recommended approach and landing configuration and airspeed, ±5 knots, and adjust pitch attitude and power as required to maintain a stabilized approach.		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can maintain directional control and appropriate crosswind correction throughout the approach and landing.		Medium
Conduct Normal Approach and Landing with Crosswind	Can perform smooth, timely, and correct control application before, during, and after touchdown.		Medium
Conduct Normal Approach and Landing with Crosswind	Can execute touch down with the runway centerline between the main landing gear at the appropriate speed and pitch attitude at the runway aiming point markings -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		Medium
Conduct Normal Approach and Landing with Crosswind	Can execute deceleration to taxi speed (20 knots or less on dry pavement, 10 knots or less on contaminated pavement) to within the calculated landing distance plus 25% for the actual conditions with the runway centerline between the main landing gear		Medium
Conduct Normal Approach and Landing with Crosswind	Can execute a timely go-around if the approach cannot be made within the tolerances specified above or for any other condition that may result in an unsafe approach or landing.		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can apply runway incursion avoidance procedures.		Medium
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing selection of a runway or approach path and touchdown area based aircraft limitations, available distance, surface conditions, and wind.	Medium
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing wake turbulence.	Medium
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing Go-Around/Rejected Landing	Medium
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing land and Hold Short Operations (LAHSO)	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	Medium
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	Medium
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, incorrect airport surface approach and landing, or improper task management.	Medium
Conduct Normal Approach and Landing with Crosswind	Can execute normal landings at the lowest applicable minima for each authorized flight guidance and/or visual system.		Medium
Conduct Normal Approach and Landing with Crosswind	Can perform manual rollout in low visibility at applicable minima. (except for aircraft using an automatic fail operational (FO) rollout system)		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind	Can coordinate with crew and complete the appropriate checklist(s) prior to takeoff in a timely manner		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform radio calls as appropriate		High
Conduct Normal Takeoff and Climb with Crosswind	Can verify assigned/correct runway		High
Conduct Normal Takeoff and Climb with Crosswind	Can verify the airplane is configured for takeoff		High
Conduct Normal Takeoff and Climb with Crosswind	Can execute clearing of the area and taxi into takeoff position and align the airplane on the runway centerline		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can maintain centerline and proper flight control inputs during the takeoff roll		High
Conduct Normal Takeoff and Climb with Crosswind	Can confirm takeoff power and proper engine and flight instrument indications prior to rotation and perform callouts as appropriate, for the airplane or per the operator's procedures		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform rotation and lift off at the recommended airspeed		High
Conduct Normal Takeoff and Climb with Crosswind	Can maintain a power setting and a pitch attitude to maintain the desired climb airspeed/V-speed, ±5 knots for each climb segment		High
Conduct Normal Takeoff and Climb with Crosswind	Can maintain desired heading ±5°		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform Retraction of the landing gear and flaps in accordance with manufacturer or operator procedures and limitations, as appropriate		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform wake turbulence avoidance		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can follow noise abatement procedures		High
Conduct Normal Takeoff and Climb with Crosswind	Can execute appropriate after-takeoff checklist(s) in a timely manner		High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing selection of a runway, or runway intersection aircraft limitations, available distance, surface conditions, and wind	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing wake turbulence	High
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for rejected takeoff	High
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for engine failure in takeoff phase of flight	High
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for engine failure in climb phase of flight	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing improper aircraft configuration or settings (e.g., trim, flaps, autobrakes, etc.)	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management	High
Conduct OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems			Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)			Medium
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A			Medium
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A			Medium
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A			Medium
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A			Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A			Medium
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A	Can recognize the cues and execute prompt recovery at the first indication of an impending stall (e.g., buffet, stall horn, stick shaker, etc.)		Medium
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A	Can execute a stall recovery in accordance with procedures set forth in the POH/AFM		Medium
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A	Can execute retraction of the flaps or other lift/drag devices to the recommended setting, retract the landing gear after a positive rate of climb is established, and return to the desired flight path		Medium
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks, encompassing factors and situations that could lead to an inadvertent stall and loss of control during takeoff or while on approach	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks, encompassing range and limitations of stall warning indicators (e.g., aircraft buffet, stall horn, stick shaker, etc.)	Medium
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks, encompassing failure to recognize and recover at the stall warning	Medium
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks, encompassing improper stall recovery procedure	Medium
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks, encompassing secondary stalls, accelerated stalls, elevator trim stalls, and cross-control stalls	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks, encompassing the effect of environmental elements on aircraft performance while in a partial flap configuration as it relates to stalls (e.g., turbulence, microbursts, and high-density altitude)	Medium
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management	Medium
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start	Can ensure the ground safety procedures are followed during the before-start, start, and after-start phase		High
Conduct Powerplant Start	Can coordinate with crew and complete the appropriate checklist(s) prior to and after powerplant start.		High
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing malfunctions during powerplant start	High
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing turbine powerplant safety	High
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing managing situations where specific instructions or checklist items are not published	High
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing personnel, vehicles, vessels, foreign object debris, and other aircraft in the vicinity during powerplant start	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach			Medium
Conduct Precision Approach			Medium
Conduct Precision Approach			Medium
Conduct Precision Approach			Medium
Conduct Precision Approach	Can perform the precision instrument approaches selected by the instructor/evaluator.		Medium
Conduct Precision Approach	Can initiate two-way communications with ATC appropriate for the phase of flight or approach segment, and use proper communication phraseology.		Medium
Conduct Precision Approach	Can execute selection, tuning, identification, and confirmation the operational status of navigation equipment to be used for the approach.		Medium
Conduct Precision Approach	Can comply in a timely manner with all clearances, instructions, and procedures.		Medium
Conduct Precision Approach	Can recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can coordinate with ATC if unable to comply with a clearance.		Medium
Conduct Precision Approach	Can maintain the appropriate airplane configuration and airspeed considering meteorological and operating conditions.		Medium
Conduct Precision Approach	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		Medium
Conduct Precision Approach	Can assess NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment and adjust the published MDA and visibility criteria for the aircraft approach category		Medium
Conduct Precision Approach	Can initiate and maintain a predetermined rate of descent which approximates that required for the aircraft to follow the vertical guidance, at the point where vertical guidance begins		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can maintain a stabilized final approach from the Final Approach Fix (FAF) to DA/DH allowing no more than ¼-scale deflection of either the vertical or lateral guidance indications and maintain the desired airspeed ±5 knots		Medium
Conduct Precision Approach	Can immediately initiate the missed approach procedures if the required visual references for the runway are not distinctly visible and identifiable upon reaching the DA/DH.		Medium
Conduct Precision Approach	Can, upon reaching the DA/DH, perform a transition to a normal landing when the aircraft is in a position from which a descent to a landing on the runway can be made at a normal rate of descent using normal maneuvering		Medium
Conduct Precision Approach	Can use an MFD and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing failure to follow the correct approach procedure (e.g. descending below the glideslope, etc.).	Medium
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing selecting an incorrect navigation frequency.	Medium
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	Medium
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach.	Medium
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing an unstable approach, including excessive descent rates.	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing deteriorating weather conditions on approach.	Medium
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing continuing to descend below the Decision Altitude (DA)/Decision Height (DH) when the required visual references are not visible.	Medium
Conduct Precision Approach			Medium
Conduct Precision Approach	Can perform appropriate normal and non-normal procedures including crew duties, monitoring assignments, transfer of control during normal operations, appropriate automatic or crew-initiated call-outs, proper use of standard or special IAPs, applicable minima for normal configurations or for alternate or failure configurations, and reversion to higher minima in the event of failures		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach			Medium
Conduct Precision Approach	Can perform procedures to address the transition from electronic monitoring displays to external visual references for both PF and PM for systems that include such displays.		Medium
Conduct Precision Approach			Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can appreciate constraints for head winds, tail winds, crosswinds, and the effect of vertical and horizontal wind shear on automatic systems, flight directors (F/D), or other system (e.g., HUD, SVGS, etc.) performance. For systems such as HUDs that have a limited field of view (FOV), or synthetic reference systems, pilots should be familiar with the display limitations of these systems and expected pilot actions in the event that the aircraft reaches or exceeds a display limit capability.	Medium
Conduct Precision Approach	Can execute types of instrument procedures approved for the air carrier (standard and special, lowest straight-in, or circling minima, if applicable); according to the operators manuals, charts and checklists, on the aircraft type, model and series flown.		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can use flight guidance and/or visual system(s) and their corresponding category(s) of minima for each authorized system;		Medium
Conduct Precision Approach	Can use NAVAID(s) and visual aids used (LVO/SMGCS lighting if applicable);		Medium
Conduct Precision Approach	Can apply Flightcrew procedures used (e.g., PF/PM duties, monitored approach, or call-outs);		Medium
Conduct Precision Approach		Can demonstrate familiarization with airport and runway characteristics typically experienced;	Medium
Conduct Precision Approach			Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can perform relevant normal, non-normal, and environmental conditions. Training and evaluation need only be conducted using relevant and representative procedures and conditions (e.g., a representative mix of day, night, dusk, variable/patchy conditions, representative temperatures, landing runway altitudes, precipitation conditions, turbulence, and icing conditions); and		Medium
Conduct Precision Approach	Can respond appropriately to aircraft and ground system failures.		Medium
Conduct Recovery From Unusual Flight Attitudes			Medium
Conduct Recovery From Unusual Flight Attitudes			Medium
Conduct Recovery From Unusual Flight Attitudes			Medium
Conduct Recovery From Unusual Flight Attitudes			Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Recovery From Unusual Flight Attitudes	Can use instrument cross-check and interpretation to identify a nose low unusual attitude		Medium
Conduct Recovery From Unusual Flight Attitudes	Can use instrument cross-check and interpretation to identify a nose high unusual attitude		Medium
Conduct Recovery From Unusual Flight Attitudes	Can apply the appropriate pitch, bank, and power corrections, in the correct sequence, to return to a stabilized level flight attitude		Medium
Conduct Recovery From Unusual Flight Attitudes		Can identify, assess, and manage risks, encompassing situations that could lead to loss of control or unusual flight attitudes (e.g., stress, task saturation, and distractions).	Medium
Conduct Recovery From Unusual Flight Attitudes		Can identify, assess, and manage risks, encompassing exceeding the operating envelope during the recovery	Medium
Conduct Recovery From Unusual Flight Attitudes		Can identify, assess, and manage risks, encompassing failure to recognize an unusual flight attitude and follow the proper recover procedure	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Recovery From Unusual Flight Attitudes		Can identify, assess, and manage risks, encompassing exceeding the operating envelope during the recovery	Medium
Conduct Steep Turns			Medium
Conduct Steep Turns			Medium
Conduct Steep Turns			Medium
Conduct Steep Turns			Medium
Conduct Steep Turns			Medium
Conduct Steep Turns			Medium
Conduct Steep Turns	Can maintain the manufacturer's recommended airspeed; or if one is not available, an airspeed not to exceed VA		Medium
Conduct Steep Turns	Can maintain at least a 45° bank solely by reference to instruments and make a coordinated steep turn of at least 180°		Medium
Conduct Steep Turns	Can perform reversal of direction and establish at least a 45° bank solely by reference to instruments and make a coordinated steep turn of at least 180°		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Steep Turns	Can perform smooth pitch, bank, and power adjustments as needed		Medium
Conduct Steep Turns	Can maintain the entry altitude ±100 feet, airspeed ±10 knots, bank ±5°, and roll out on the specified heading, ±10°		Medium
Conduct Steep Turns	Can maintain avoidance of any indications of impending stall, abnormal flight attitude, or exceedance of any structural or operating limitation		Medium
Conduct Steep Turns		Can identify, assess, and manage risks, encompassing spatial disorientation when conducting a steep turn while flying by reference to instruments	Medium
Conduct Steep Turns		Can identify, assess, and manage risks, encompassing failure to maintain coordinated flight	Medium
Conduct Steep Turns		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Stick Shaker/Pusher Demonstration	Can appreciate the STICK PUSHER. For airplanes equipped with a stick pusher, stall recovery training includes ground training and practical training in an FFS. It is important for pilots to experience the sudden forward movement of the control yoke/stick during a stick pusher activation. From observations, most instructors state that, regardless of previous academic training, pilots usually resist the stick pusher on their first encounter. Usually, they immediately pull back on the control yoke/stick rather than releasing pressure as they have been taught. Therefore, pilots must receive practical stick pusher training in an FFS to develop the proper response (allowing the pusher to reduce AOA) when confronted with a stick pusher activation. Stick pusher training should be completed as a demonstration/practice exercise, including repetitions, until the pilot's reaction is to permit the reduction in AOA even at low altitudes. Pilot response to a deliberate activation of the pusher is not a checked maneuver.		Medium
Conduct Stick Shaker/Pusher Demonstration	Can conduct a stick pusher demonstration. See Appendix 2, Demonstration 2 for details.		Medium
Conduct Taxi			Low
Conduct Taxi			Low

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi			Low
Conduct Taxi			Low
Conduct Taxi			Low
Conduct Taxi			Low
Conduct Taxi			Low
Conduct Taxi			Low
Conduct Taxi	Can record taxi instructions, respond to taxi clearances, and review taxi routes on the airport diagram.		Low
Conduct Taxi	Can use an airport diagram or taxi chart during taxi		Low
Conduct Taxi	Can comply with ATC clearances and instructions and observe all runway hold lines, ILS critical areas, beacons, and other airport/taxiway markings and lighting		Low
Conduct Taxi	Can coordinate with crew, if applicable, and complete the appropriate checklist(s) prior to and during taxi		Low
Conduct Taxi	Can maintain situational awareness during taxi		Low
Conduct Taxi	Can maintain correct and positive airplane control, proper speed, appropriate use of wheel brakes and reverse thrust		Low
Conduct Taxi	Can maintain separation between other aircraft, vehicles, and persons to avoid an incursion/incident/accident		Low

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can use aircraft exterior lighting for day and night operations		Low
Conduct Taxi		Can identify, assess, and manage risks, encompassing inappropriate activities and distractions	Low
Conduct Taxi		Can identify, assess, and manage risks, encompassing confirmation or expectation bias as related to taxi instructions	Low
Conduct Taxi		Can identify, assess, and manage risks, encompassing a taxi route or departure runway change	Low
Conduct Taxi		Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	Low
Conduct Taxi		Can identify, assess, and manage risks, encompassing low visibility taxi operations	Low

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Low visibility taxi and ground operations should be trained to the extent practical and beneficial. Such training should address operations at typical airports or alternately, at airports frequently experiencing low-visibility conditions, complex airports on the operator's route system, airports with particular low visibility ground movement difficulties, or rarely used but significant contingency airports, as determined appropriate by the operator.		Low
Conduct Taxi	perform either PF or PM duties, unless otherwise limited by the operator's policies or aircraft characteristics (e.g., single HUD).		Low
Conduct Taxi			Low
Conduct Taxi			Low
Conduct Taxi			Low
Conduct Taxi			Low
Conduct Taxi			Low
Conduct Taxi			Low
Conduct Taxi			Low
Conduct Taxi			Low

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can apply use of the airport diagram after receiving a clearance, and confirms and verbalizes the assigned runway and taxi route, including any instructions to hold short of, or cross, a runway. If there is any doubt, speaks up and resolve the uncertainty before taxi		Low
Conduct Taxi			Low
Conduct Taxi	Can use airport diagram to follow progress of the taxi operation		Low
Conduct Taxi	Can execute bringing the aircraft to a complete stop, or be in a phase of taxiing that has no risk of a runway incursion before continuing with operational duties and checklists		Low
Conduct Taxi	Can execute turning on the rotating beacon whenever an engine is running		Low
Conduct Taxi	Can execute turning on navigation, position, anti-collision, and logo lights, if available, to signal intent to other pilots prior to commencing taxi		Low
Conduct Taxi	Can execute turning on the taxi light when the aircraft is moving or intending to move on the ground, and turning it off when stopped or yielding or as a consideration to other pilots or ground personnel		Low

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can execute illuminating all lights when crossing a runway when appropriate		Low
Conduct Taxi		Can conduct a briefing on the timing and execution of aircraft checklists and company communications at the appropriate times and locations, ensuring the pilot who is not taxiing the aircraft can be available to participate in verbal coordination with the pilot who is taxiing the aircraft	Low
Conduct Taxi		Can consider the anticipated duration of the taxi operation, the locations of hot spots/complex intersections and runway crossings, and the visibility along the taxi route when briefing tasks or accomplishing checklists	Low

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can manage pilot workload and heads-down time during taxi by conducting predeparture checklists, including setting the takeoff flap setting, when the aircraft is stopped or while taxiing straight ahead on a taxiway without complex intersections and hot spots	Low
Conduct Taxi		Can maintain a sterile cockpit during taxi operations	Low
Conduct Taxi		Can manage the risk of expectation bias, and follow the clearance or instructions that are actually received, and not the ones they expected to receive.	Low
Conduct Taxi		Can be alert to ATC instructions to hold short of an ILS critical area holding line.	Low

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can monitor the aircraft’s progress on the airport diagram to ensure that the pilot taxiing the aircraft is following the instructions received from the ATC while maintaining outside vigilance	Low
Conduct Taxi		Can respond to all hold short instructions, and verifies with other crew members or ATC to ensure agreement and understanding	Low
Conduct Taxi		Can comply with hold short or crossing clearance when approaching an entrance to a runway.	Low
Conduct Taxi		Can explain or demonstrate proper actions if the crew becomes disoriented: never stop on a runway, and initiate communications with ATC to regain orientation.	Low

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can demonstrate vigilance when instructed to taxi and “Line Up and Wait”. Turns Traffic Alert and Collision Avoidance System (TCAS)/traffic advisory systems (TAS) on in order obtain awareness of any aircraft that may be landing on your runway.	Low
Conduct Taxi		Can determine whether or not to accept last-minute turnoff instructions from ATC, refusing such clearance unless the crew clearly understands the instructions and are certain that they can safely comply.	Low
Conduct Taxi		Can resolve all misunderstandings or disagreements regarding taxi clearance to the satisfaction of all flightcrew members before taxiing the aircraft.	Low

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can coordinate with other flightcrew member(s) if stopping and resuming the monitoring of the ATC frequency, for example when it becomes necessary for a flightcrew member to stop monitoring any ATC frequency to prepare the aircraft for takeoff or landing.	Low
Conduct Taxi		Can assess any upcoming hold short instructions or clearances that could be misinterpreted prior to stopping and after resuming monitoring of the taxi. An example may include: “I’m heads-down, right turn ahead at Alpha,” or “I’m back, any changes?”	Low

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can appreciate that time away from monitoring ATC should be avoided with complex taxi routing or crossing of runways. Any instructions or information received or transmitted during that flightcrew member's absence from the ATC frequency should be reviewed and confirmed upon his or her return.	Low
Conduct Taxi		Can coordinate verbally at complex intersections to be sure that: the intersection is correctly identified and confirmed using the airport diagram and the heading indicator	Low

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can state “approaching (specific runway number) hold short line. Before crossing any hold short line, the flightcrew should visually scan to the left and to the right, including the full length of the runway and its approach paths, and coordinate verbally (e.g., “clear right/left” or that the scan area is not clear).	Low
Conduct Taxi		Can coordinate verbally and agree on the runway assigned by ATC, the upcoming assigned exit, and any restrictions, such as hold short points of an intersecting runway and the aircraft’s parking area after landing	Low

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can consider any adverse effects to safety that illuminating the forward-facing lights will have on the vision of other pilots or ground personnel during runway crossings, and adjust operation accordingly	Low
Conduct Taxi			Low

4.2 Course 1 – SIM 2 Learning Objectives

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can manage the risk of errors when assigned an RNAV DP and subsequently receives a change of runway, procedure or transition by verifying the appropriate changes are entered and available for navigation prior to takeoff.	High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks	Can determine the airplane's takeoff performance for actual conditions and planned departure runway		High
Conduct Before Takeoff Checks	Can coordinate with crew and execute the appropriate checklist(s) prior to takeoff in a timely manner		High
Conduct Before Takeoff Checks	Can confirm all systems checked are within an acceptable operating range and are safe for the proposed flight		High
Conduct Before Takeoff Checks	Can explain any system operating characteristic or limitation and any corrective action for a malfunction during the checks		High
Conduct Before Takeoff Checks	Can determine airspeeds/V-speeds and set flight instruments appropriately		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can use flight director and autopilot controls for the current flight conditions and takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can perform configuration of navigation equipment for takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can configure communication equipment for takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can obtain and correctly interpret the takeoff and departure clearance		High
Conduct Before Takeoff Checks	Can conduct a briefing that includes procedures for emergency and abnormal situations (e.g., powerplant failure, windshear), which may be encountered during takeoff, and state the planned action if they were to occur		High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing division of attention while conducting before takeoff checks	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing an unexpected change in the runway to be used for departure	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to verify performance data is correct and airspeeds and flight instruments are set for actual conditions and the departure runway	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to set navigation and communication equipment for departure	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to configure autopilot and flight director controls for departure	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to account for adverse weather conditions prior to takeoff (e.g., snow, ice, gusting crosswinds, low-visibility)	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing A powerplant failure during takeoff or other malfunction considering operational factors such as airplane characteristics, runway/takeoff path length, surface conditions, environmental conditions, and obstructions	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures	Can select the appropriate instrument departure procedure.		High
Conduct Departure Procedures	Can select, identify and use the appropriate communication facilities associated with the procedure		High
Conduct Departure Procedures	Can select, identify and use the appropriate navigation facilities associated with the procedure		High
Conduct Departure Procedures	Can perform programming the FMS prior to departure and execute avionics setup of flight director and autopilot controls for the departure		High
Conduct Departure Procedures	Can use current and appropriate navigation publications or databases for the proposed flight		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can initiate two-way communications with the proper controlling agency		High
Conduct Departure Procedures	Can use proper phraseology and comply in a timely manner with all ATC instructions and airspace restrictions		High
Conduct Departure Procedures	Can perform interception of courses, radials, and bearings appropriate to the procedure, route or clearance		High
Conduct Departure Procedures	Can comply with all applicable charted procedures		High
Conduct Departure Procedures	Can maintain the appropriate airspeed ±10 knots, headings ±10°, and altitude ±100 feet, and accurately track a course, radial, or bearing		High
Conduct Departure Procedures	Can execute the departure phase to a point where the transition to the en route environment is complete		High
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing failure to communicate with ATC or follow published procedures and required climb gradients	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing limitations of air traffic avoidance equipment and use of see and avoid techniques	High
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing improper automation management	High
Conduct Emergency Procedure - EGPWS escape maneuver	Can coordinate with crew and execute the appropriate checklist(s) in a timely manner		Medium
Conduct Emergency Procedure - EGPWS escape maneuver	Can perform communication with ATC as appropriate for the situation.		Medium
Conduct Emergency Procedure - EGPWS escape maneuver		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	Medium
Conduct Emergency Procedure - EGPWS escape maneuver		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	Medium
Conduct Emergency Procedure - EGPWS escape maneuver		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - EGPWS escape maneuver		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	Medium
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart			Low
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart			Low
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can recognize and correctly identify powerplant failure, execute memory items, and maintain positive airplane control.		Low
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can coordinate with crew and execute the appropriate emergency procedures and checklist(s) for propeller feathering or powerplant shutdown.		Low

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can use flight controls in the proper combination as recommended by the manufacturer to maintain best performance and trim as required		Low
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can determine the cause for the powerplant failure and assess if a restart is a viable option.		Low
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can maintain the operating powerplant(s) within acceptable operating limits.		Low
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can maintain airspeed ±10 knots, specified heading ±10° and altitude ±100 feet as specified		Low
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can assess powerplant restart and, if appropriate, demonstrate the powerplant restart procedures in accordance with the manufacturer or operator specified procedures and checklists.		Low

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can select the nearest suitable airport or landing area.		Low
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can perform communication with ATC as appropriate for the situation.		Low
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure during flight.	Low
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing failure to follow checklist procedures for a powerplant failure or a powerplant restart.	Low
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing incorrect diagnosis of the cause of the powerplant failure.	Low

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	Low
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing improper airplane configuration.	Low
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing factors and situations that could lead to an inadvertent stall, spin, and loss of control with an inflight powerplant failure.	Low
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	Low

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can perform the use of navigation systems including procedure selection and ILS look-alike principle:		Medium
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can perform flying of a procedure		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can perform setup and interpretation of electronic displays and symbols.		Medium
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can execute use of LNAV mode(s).		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can execute use of VNAV mode(s).		Medium
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can apply ATC procedures/phraseology		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can apply functionality of vector to final mode		Medium
Conduct Holding			Medium
Conduct Holding			Medium
Conduct Holding			Medium
Conduct Holding			Medium
Conduct Holding	Can identify instrument navigation aids associated with the assigned hold.		Medium
Conduct Holding	Can apply the appropriate entry procedure for a standard, nonstandard, published, or non-published holding pattern.		Medium
Conduct Holding	Can change to the appropriate holding airspeed for the airplane and holding altitude to cross the holding fix at or below maximum holding airspeed		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding	Can comply with the holding pattern leg length and other restrictions, if applicable, associated with the holding pattern.		Medium
Conduct Holding	Can comply with ATC reporting requirements.		Medium
Conduct Holding	Can use proper wind correction procedures to maintain the desired pattern and to arrive over the fix as close as possible to a specified time.		Medium
Conduct Holding	Can maintain the airspeed ±10 knots, altitude ±100 feet, headings ±10°, and accurately track a selected course, radial, or bearing.		Medium
Conduct Holding	Can use automation to include autopilot, flight director controls, and navigation displays associated with the assigned hold.		Medium
Conduct Holding	Can calculate fuel reserve calculations based on EFC times.		Medium
Conduct Holding		Can identify, assess, and manage risks, encompassing recalculating fuel reserves if assigned an unanticipated EFC time.	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding		Can identify, assess, and manage risks, encompassing scenarios and circumstances that could result in minimum fuel or the need to declare an emergency.	Medium
Conduct Holding		Can describe scenarios that could lead to holding, including deteriorating weather at the planned destination.	Medium
Conduct Holding		Can identify, assess, and manage risks, encompassing improper holding entry and improper wind correction while holding.	Medium
Conduct Holding		Can identify, assess, and manage risks, encompassing holding while in icing conditions.	Medium
Conduct Holding		Can identify, assess, and manage risks, encompassing improper automation management.	Medium
Conduct Missed Approach			Medium
Conduct Missed Approach			Medium
Conduct Missed Approach			Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach	Can apply the appropriate power setting for the flight condition and establish a pitch attitude necessary to obtain the desired performance.		Medium
Conduct Missed Approach	Can perform retraction of the wing flaps/drag devices and landing gear, if appropriate, in the correct sequence and at a safe altitude, and initiate a positive rate of climb at the appropriate airspeed/V- speed, ±5 knots.		Medium
Conduct Missed Approach	Can coordinate with crew and execute the appropriate procedures and checklist(s) in a timely manner.		Medium
Conduct Missed Approach	Can comply with the published or alternate missed approach procedure.		Medium
Conduct Missed Approach	Can coordinate with ATC if unable to comply with a clearance, restriction, or climb gradient.		Medium
Conduct Missed Approach	Can maintain the heading, course, or bearing ±5°, and altitude(s) ±100 feet during the missed approach procedure.		Medium
Conduct Missed Approach	Can use an MFD and other graphical navigation displays, if installed, to monitor position and track to help navigate the missed approach.		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach	Can demonstrate effective CRM		Medium
Conduct Missed Approach	Can execute re-engagement of the autopilot at appropriate times during the missed approach procedure.		Medium
Conduct Missed Approach	Can obtain ATC clearance to attempt another approach, proceed to the alternate airport, holding fix, or other clearance limit, as appropriate, or as directed by the evaluator.		Medium
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to follow prescribed procedures.	Medium
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing holding, diverting, or electing to fly the approach again.	Medium
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach.	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing factors that might lead to executing a missed approach procedure before the MAP or to a go-around below DA/MDA.	Medium
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	Medium
Conduct Missed Approach	Can execute a missed approach from the MDA, DA/DH, or AH.		Medium
Conduct Missed Approach	Can execute a missed approach from a low altitude that could result in a touchdown during go-around (balked or rejected landing).		Medium
Conduct Nonprecision Approach			Medium
Conduct Nonprecision Approach			Medium
Conduct Nonprecision Approach			Medium
Conduct Nonprecision Approach			Medium
Conduct Nonprecision Approach			Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			Medium
Conduct Nonprecision Approach			Medium
Conduct Nonprecision Approach			Medium
Conduct Nonprecision Approach			Medium
Conduct Nonprecision Approach			Medium
Conduct Nonprecision Approach			Medium
Conduct Nonprecision Approach			Medium
Conduct Nonprecision Approach			Medium
Conduct Nonprecision Approach		Can appreciate that there are environments in which using CDFA technique is not advisable or practical, for example airports that do not offer straight in non precision approaches.	Medium
Conduct Nonprecision Approach			Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			Medium
Conduct Nonprecision Approach			Medium
Conduct Nonprecision Approach			Medium
Conduct Nonprecision Approach	Can perform the nonprecision instrument approaches selected by the instructor/evaluator		Medium
Conduct Nonprecision Approach	Can initiate two-way communications with ATC appropriate for the phase of flight or approach segment, and use proper communication phraseology.		Medium
Conduct Nonprecision Approach	Can execute selection, tuning, identification, and confirmation the operational status of navigation equipment to be used for the approach.		Medium
Conduct Nonprecision Approach	Can Comply with all clearances issued by ATC .		Medium
Conduct Nonprecision Approach	Can recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.		Medium
Conduct Nonprecision Approach	Can coordinate with ATC if unable to comply with a clearance.		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can maintain the appropriate airplane configuration and airspeed considering meteorological and operating conditions.		Medium
Conduct Nonprecision Approach	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		Medium
Conduct Nonprecision Approach	Can assess NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment and adjust the published MDA and visibility criteria for the aircraft approach category		Medium
Conduct Nonprecision Approach	Can maintain a stabilized descent to the appropriate altitude.		Medium
Conduct Nonprecision Approach	Can maintain no more than ¼ scale CDI deflection, airspeed ±5 knots of selected value, and altitude above MDA +50/-0 feet (to the VDP or MAP) during the final approach segment		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can execute the missed approach procedure if the required visual references are not distinctly visible and identifiable at the appropriate point or altitude for the approach profile, or execute a normal landing from a straight-in or circling approach.		Medium
Conduct Nonprecision Approach	Can use a Multi-Function Display (MFD) and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.		Medium
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to follow the correct approach procedure (e.g., descending too early, etc.).	Medium
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Selecting an incorrect navigation frequency.	Medium
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to manage automated navigation and auto flight systems.	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to ensure proper airplane configuration during an approach and missed approach.	Medium
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing An unstable approach, including excessive descent rates.	Medium
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Deteriorating weather conditions on approach.	Medium
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Operating below the minimum descent altitude (MDA) or continuing a descent below decision altitude (DA) without proper visual references.	Medium
Conduct Normal Approach and Landing with Crosswind			Medium
Conduct Normal Approach and Landing with Crosswind			Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind			Medium
Conduct Normal Approach and Landing with Crosswind			Medium
Conduct Normal Approach and Landing with Crosswind	Can coordinate with crew and execute after landing checklists(s).		Medium
Conduct Normal Approach and Landing with Crosswind	Can perform radio calls as appropriate		Medium
Conduct Normal Approach and Landing with Crosswind	Can maintain a ground track that ensures the desired traffic pattern will be flown taking into consideration obstructions and ATC		Medium
Conduct Normal Approach and Landing with Crosswind	Can confirm the airplane is aligned with the correct/assigned runway or landing surface.		Medium
Conduct Normal Approach and Landing with Crosswind	Can scan runway or landing surface and adjoining area for traffic and obstructions.		Medium
Conduct Normal Approach and Landing with Crosswind	Can select a suitable touchdown point considering wind, landing surface, and obstructions.		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can perform establishing the recommended approach and landing configuration and airspeed, ±5 knots, and adjust pitch attitude and power as required to maintain a stabilized approach.		Medium
Conduct Normal Approach and Landing with Crosswind	Can maintain directional control and appropriate crosswind correction throughout the approach and landing.		Medium
Conduct Normal Approach and Landing with Crosswind	Can perform smooth, timely, and correct control application before, during, and after touchdown.		Medium
Conduct Normal Approach and Landing with Crosswind	Can execute touch down with the runway centerline between the main landing gear at the appropriate speed and pitch attitude at the runway aiming point markings -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can execute deceleration to taxi speed (20 knots or less on dry pavement, 10 knots or less on contaminated pavement) to within the calculated landing distance plus 25% for the actual conditions with the runway centerline between the main landing gear		Medium
Conduct Normal Approach and Landing with Crosswind	Can execute a timely go-around if the approach cannot be made within the tolerances specified above or for any other condition that may result in an unsafe approach or landing.		Medium
Conduct Normal Approach and Landing with Crosswind	Can apply runway incursion avoidance procedures.		Medium
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing selection of a runway or approach path and touchdown area based aircraft limitations, available distance, surface conditions, and wind.	Medium
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing wake turbulence.	Medium
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing Go-	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
		Around/Rejected Landing	
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing land and Hold Short Operations (LAHSO)	Medium
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	Medium
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	Medium
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, incorrect airport surface approach and landing, or improper task management.	Medium
Conduct Normal Approach and Landing with Crosswind	Can execute normal landings at the lowest applicable minima for each authorized flight guidance and/or visual system.		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can perform manual rollout in low visibility at applicable minima. (except for aircraft using an automatic fail operational (FO) rollout system)		Medium
Conduct Normal Approach and Landing with Crosswind	Can perform landings at the limiting environmental conditions authorized for that operator with respect to wind, crosswind components, and runway surface friction characteristics		Medium
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind	Can coordinate with crew and complete the appropriate checklist(s) prior to takeoff in a timely manner		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can perform radio calls as appropriate		High
Conduct Normal Takeoff and Climb with Crosswind	Can verify assigned/correct runway		High
Conduct Normal Takeoff and Climb with Crosswind	Can verify the airplane is configured for takeoff		High
Conduct Normal Takeoff and Climb with Crosswind	Can execute clearing of the area and taxi into takeoff position and align the airplane on the runway centerline		High
Conduct Normal Takeoff and Climb with Crosswind	Can maintain centerline and proper flight control inputs during the takeoff roll		High
Conduct Normal Takeoff and Climb with Crosswind	Can confirm takeoff power and proper engine and flight instrument indications prior to rotation and perform callouts as appropriate, for the airplane or per the operator's procedures		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform rotation and lift off at the recommended airspeed		High
Conduct Normal Takeoff and Climb with Crosswind	Can maintain a power setting and a pitch attitude to maintain the desired climb airspeed/V-speed, ±5 knots for each climb segment		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can maintain desired heading ±5°		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform Retraction of the landing gear and flaps in accordance with manufacturer or operator procedures and limitations, as appropriate		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform wake turbulence avoidance		High
Conduct Normal Takeoff and Climb with Crosswind	Can follow noise abatement procedures		High
Conduct Normal Takeoff and Climb with Crosswind	Can execute appropriate after-takeoff checklist(s) in a timely manner		High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing selection of a runway, or runway intersection aircraft limitations, available distance, surface conditions, and wind	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing wake turbulence	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for rejected takeoff	High
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for engine failure in takeoff phase of flight	High
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for engine failure in climb phase of flight	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing improper aircraft configuration or settings (e.g., trim, flaps, autobrakes, etc.)	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can perform takeoff in limiting crosswinds, winds, gusts, and runway surface friction to levels authorized. Training should be done at weights or on runways that represent a critical field length		High
Conduct OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems			High
Conduct OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)			High
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start	Can ensure the ground safety procedures are followed during the before-start, start, and after-start phase		High
Conduct Powerplant Start	Can coordinate with crew and complete the appropriate checklist(s) prior to and after powerplant start.		High
Conduct Powerplant Start	Can identify an abnormal start or malfunction and execute the correct procedure		High
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing malfunctions during powerplant start	High
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing turbine powerplant safety	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing managing situations where specific instructions or checklist items are not published	High
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing personnel, vehicles, vessels, foreign object debris, and other aircraft in the vicinity during powerplant start	High
Conduct Taxi			Medium
Conduct Taxi			Medium
Conduct Taxi			Medium
Conduct Taxi			Medium
Conduct Taxi			Medium
Conduct Taxi			Medium
Conduct Taxi			Medium
Conduct Taxi			Medium
Conduct Taxi	Can record taxi instructions, respond to taxi clearances, and review taxi routes on the airport diagram.		Medium
Conduct Taxi	Can use an airport diagram or taxi chart during taxi		Medium
Conduct Taxi	Can comply with ATC clearances and instructions and observe all runway hold lines, ILS critical areas, beacons, and other airport/taxiway markings and lighting		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can coordinate with crew, if applicable, and complete the appropriate checklist(s) prior to and during taxi		Medium
Conduct Taxi	Can maintain situational awareness during taxi		Medium
Conduct Taxi	Can maintain correct and positive airplane control, proper speed, appropriate use of wheel brakes and reverse thrust		Medium
Conduct Taxi	Can maintain separation between other aircraft, vehicles, and persons to avoid an incursion/incident/accident		Medium
Conduct Taxi	Can use aircraft exterior lighting for day and night operations		Medium
Conduct Taxi		Can identify, assess, and manage risks, encompassing inappropriate activities and distractions	Medium
Conduct Taxi		Can identify, assess, and manage risks, encompassing confirmation or expectation bias as related to taxi instructions	Medium
Conduct Taxi		Can identify, assess, and manage risks, encompassing a taxi route or departure runway change	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	Medium
Conduct Taxi		Can identify, assess, and manage risks, encompassing low visibility taxi operations	Medium
Conduct Taxi	Low visibility taxi and ground operations should be trained to the extent practical and beneficial. Such training should address operations at typical airports or alternately, at airports frequently experiencing low-visibility conditions, complex airports on the operator's route system, airports with particular low visibility ground movement difficulties, or rarely used but significant contingency airports, as determined appropriate by the operator.		Medium
Conduct Taxi	perform either PF or PM duties, unless otherwise limited by the operator's policies or aircraft characteristics (e.g., single HUD).		Medium
Conduct Taxi			Medium
Conduct Taxi			Medium
Conduct Taxi			Medium
Conduct Taxi			Medium
Conduct Taxi			Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi			Medium
Conduct Taxi			Medium
Conduct Taxi			Medium
Conduct Taxi	Can apply use of the airport diagram after receiving a clearance, and confirms and verbalizes the assigned runway and taxi route, including any instructions to hold short of, or cross, a runway. If there is any doubt, speaks up and resolve the uncertainty before taxi		Medium
Conduct Taxi			Medium
Conduct Taxi	Can use airport diagram to follow progress of the taxi operation		Medium
Conduct Taxi	Can execute bringing the aircraft to a complete stop, or be in a phase of taxiing that has no risk of a runway incursion before continuing with operational duties and checklists		Medium
Conduct Taxi	Can execute turning on the rotating beacon whenever an engine is running		Medium
Conduct Taxi	Can execute turning on navigation, position, anti-collision, and logo lights, if available, to signal intent to other pilots prior to commencing taxi		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can execute turning on the taxi light when the aircraft is moving or intending to move on the ground, and turning it off when stopped or yielding or as a consideration to other pilots or ground personnel		Medium
Conduct Taxi	Can execute illuminating all lights when crossing a runway when appropriate		Medium
Conduct Taxi		Can conduct a briefing on the timing and execution of aircraft checklists and company communications at the appropriate times and locations, ensuring the pilot who is not taxiing the aircraft can be available to participate in verbal coordination with the pilot who is taxiing the aircraft	Medium
Conduct Taxi		Can consider the anticipated duration of the taxi operation, the locations of hot spots/complex intersections and runway crossings, and the visibility along the taxi route when briefing tasks or accomplishing checklists	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can manage pilot workload and heads-down time during taxi by conducting predeparture checklists, including setting the takeoff flap setting, when the aircraft is stopped or while taxiing straight ahead on a taxiway without complex intersections and hot spots	Medium
Conduct Taxi		Can maintain a sterile cockpit during taxi operations	Medium
Conduct Taxi		Can manage the risk of expectation bias, and follow the clearance or instructions that are actually received, and not the ones they expected to receive.	Medium
Conduct Taxi		Can be alert to ATC instructions to hold short of an ILS critical area holding line.	Medium
Conduct Taxi		Can monitor the aircraft's progress on the airport diagram to ensure that the pilot taxiing the aircraft is following the instructions received from the ATC while maintaining outside vigilance	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can respond to all hold short instructions, and verifies with other crew members or ATC to ensure agreement and understanding	Medium
Conduct Taxi		Can comply with hold short or crossing clearance when approaching an entrance to a runway.	Medium
Conduct Taxi		Can explain or demonstrate proper actions if the crew becomes disoriented: never stop on a runway, and initiate communications with ATC to regain orientation.	Medium
Conduct Taxi		Can demonstrate vigilance when instructed to taxi and “Line Up and Wait”. Turns Traffic Alert and Collision Avoidance System (TCAS)/traffic advisory systems (TAS) on in order obtain awareness of any aircraft that may be landing on your runway.	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can determine whether or not to accept last-minute turnoff instructions from ATC, refusing such clearance unless the crew clearly understands the instructions and are certain that they can safely comply.	Medium
Conduct Taxi		Can resolve all misunderstandings or disagreements regarding taxi clearance to the satisfaction of all flightcrew members before taxiing the aircraft.	Medium
Conduct Taxi		Can coordinate with other flightcrew member(s) if stopping and resuming the monitoring of the ATC frequency, for example when it becomes necessary for a flightcrew member to stop monitoring any ATC frequency to prepare the aircraft for takeoff or landing.	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can assess any upcoming hold short instructions or clearances that could be misinterpreted prior to stopping and after resuming monitoring of the taxi. An example may include: “I’m heads-down, right turn ahead at Alpha,” or “I’m back, any changes?”	Medium
Conduct Taxi		Can appreciate that time away from monitoring ATC should be avoided with complex taxi routing or crossing of runways. Any instructions or information received or transmitted during that flightcrew member’s absence from the ATC frequency should be reviewed and confirmed upon his or her return.	Medium
Conduct Taxi		Can coordinate verbally at complex intersections to be sure that: the intersection is correctly identified and confirmed using the airport diagram and the heading indicator	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can state “approaching (specific runway number) hold short line. Before crossing any hold short line, the flightcrew should visually scan to the left and to the right, including the full length of the runway and its approach paths, and coordinate verbally (e.g., “clear right/left” or that the scan area is not clear).	Medium
Conduct Taxi		Can coordinate verbally and agree on the runway assigned by ATC, the upcoming assigned exit, and any restrictions, such as hold short points of an intersecting runway and the aircraft’s parking area after landing	Medium
Conduct Taxi		Can consider any adverse effects to safety that illuminating the forward-facing lights will have on the vision of other pilots or ground personnel during runway crossings, and adjust operation accordingly	Medium
Conduct Taxi			Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Resolution Advisory (RA)	Can respond to the RA with positive control inputs, when required, while the PM provides updates on the traffic location and cross-checks between the traffic display and monitors the response to the RA		Medium
Conduct TCAS Resolution Advisory (RA)	Can interpret the displayed information, and recognize the intruder causing the issuance of the RA (red square on display).		Medium
Conduct TCAS Resolution Advisory (RA)	Can respond to the corrective RA in the proper direction within 5 seconds of the RA being displayed		Medium
Conduct TCAS Resolution Advisory (RA)	Can respond to a change in the initially displayed RA withing 2.5 seconds		Medium
Conduct TCAS Resolution Advisory (RA)	Can recognize and respond to altitude crossing RAs		Medium
Conduct TCAS Resolution Advisory (RA)	Can respond to preventive RAs by ensuring the VS needle remains outside the red area on the RA display.		Medium
Conduct TCAS Resolution Advisory (RA)	Can maintain vertical speed during "maintain rate" Ras		Medium
Conduct TCAS Resolution Advisory (RA)	Can recognize that a maintain rate RA may result in crossing through the intruder’s altitude.		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Resolution Advisory (RA)		Can appreciate that if a decision is made to not follow an RA, no changes in the existing VS are made in a direction opposite to the sense of the displayed RA. Pilots should be aware that if the intruder is also TCAS equipped, the decision to not follow an RA may result in a decrease in separation at CPA because of the intruder's RA response	Medium
Conduct TCAS Resolution Advisory (RA)	Can execute a return towards the original clearance when the RA weakens, and when clear of conflict is annunciated, pilot executes a complete the return to the original clearance		Medium
Conduct TCAS Resolution Advisory (RA)		Can inform the controller of the RA as soon as time and workload permit, using the standard phraseology	Medium
Conduct TCAS Resolution Advisory (RA)	Can comply with an ATC clearance while responding to an RA when possible. (For example, if the aircraft can level at the assigned altitude while responding to a reduce climb or reduce descent RA, it should be done)		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Resolution Advisory (RA)		Can appreciate that If pilots simultaneously receive instructions to maneuver from ATC and an RA that are in conflict, the pilot should follow the RA.	Medium
Conduct TCAS Resolution Advisory (RA)		Can appreciate that TCAS only considers intruders that it believes to be a threat when selecting an RA. As such, it is possible for TCAS to issue an RA against one intruder that results in a maneuver towards another intruder that is not classified as a threat. If the second intruder becomes a threat, the RA will be modified to provide separation from that intruder.	Medium
Conduct TCAS Resolution Advisory (RA)		Can appreciate the consequences of both responding to, and not responding to, an RA	Medium
Conduct TCAS Traffic Advisory (TA)		Can confirm that the aircraft they have visually acquired is that which has caused the TA to be issued	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Traffic Advisory (TA)	Can use all information shown on the display, and interpret bearing and range of the intruder (amber circle), whether it is above or below (data tag), and its VS direction (trend arrow).		Medium
Conduct TCAS Traffic Advisory (TA)	Can use other available information is used to assist in visual acquisition. This includes ATC party-line information, traffic flow in use, etc.		Medium
Conduct TCAS Traffic Advisory (TA)		Can appreciate that the PF should not maneuver the aircraft based solely on the information shown on the TCAS display. No attempt should be made to adjust the current flightpath in anticipation of what an RA would advise.	Medium
Conduct TCAS Traffic Advisory (TA)		Can appreciate the limitations of making maneuvers based solely on visual acquisition, especially at high altitude or without a definite horizon	Medium
Conduct TCAS Traffic Advisory (TA)		Can take account of traffic advisory while preparing for a potential resolution advisory (pilot flying)	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Traffic Advisory (TA)		Can monitor traffic location shown on the TCAS display, using this information to help visually acquire the intruder.	Medium
Conduct Visual Approach (VFR Procedures)			Low
Conduct Visual Approach (VFR Procedures)	Can conduct a visual approach.		Low

4.3 Course 1 – SIM 3 Learning Objectives

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures		Can manage the risk of errors when assigned an STAR and subsequently receives a change of landing runway, procedure or transition by verifying the appropriate changes are entered and available for navigation	High
Conduct Arrival Procedures			High
Conduct Arrival Procedures			High
Conduct Arrival Procedures			High
Conduct Arrival Procedures			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures	Can select, identify and use the appropriate communication and navigation facilities associated with the arrival		High
Conduct Arrival Procedures	Can perform setup of FMS and avionics to include flight director and autopilot controls for the arrival, if applicable		High
Conduct Arrival Procedures	Can use current and appropriate navigation publications or databases for the proposed flight		High
Conduct Arrival Procedures	Can initiate two-way communications with the proper controlling agency		High
Conduct Arrival Procedures	Can use proper phraseology and comply in a timely manner with all ATC instructions and airspace restrictions		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures	Can perform interception of courses, radials, and bearings appropriate to the procedure, route or clearance		High
Conduct Arrival Procedures	Can comply with all applicable charted procedures		High
Conduct Arrival Procedures	Can comply with airspeed restrictions required by regulation, procedure, aircraft limitation or ATC		High
Conduct Arrival Procedures	Can maintain rate of descent consistent with the route segment, airplane operating characteristics and safety		High
Conduct Arrival Procedures	Can maintain the appropriate airspeed/V-speed ±10 knots, but not less than VRef if applicable, heading ±10°, altitude ±100 feet, and accurately track radials, courses, and bearings		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing failure to communicate with ATC or follow published procedures.	High
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing failure to recognize limitations of traffic avoidance equipment.	High
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing failure to use see and avoid techniques when possible.	High
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing improper automation management.	High
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing ATC instructions that modify an arrival or discontinue/resume the aircraft's lateral or vertical navigation on an arrival.	High
Conduct Arrival Procedures			High
Conduct Arrival Procedures			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures			High
Conduct Before Takeoff Checks		Can manage the risk of errors when assigned an RNAV DP and subsequently receives a change of runway, procedure or transition by verifying the appropriate changes are entered and available for navigation prior to takeoff.	High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks	Can determine the airplane’s takeoff performance for actual conditions and planned departure runway		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can coordinate with crew and execute the appropriate checklist(s) prior to takeoff in a timely manner		High
Conduct Before Takeoff Checks	Can confirm all systems checked are within an acceptable operating range and are safe for the proposed flight		High
Conduct Before Takeoff Checks	Can explain any system operating characteristic or limitation and any corrective action for a malfunction during the checks		High
Conduct Before Takeoff Checks	Can determine airspeeds/V-speeds and set flight instruments appropriately		High
Conduct Before Takeoff Checks	Can use flight director and autopilot controls for the current flight conditions and takeoff and departure clearances		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can perform configuration of navigation equipment for takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can configure communication equipment for takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can obtain and correctly interpret the takeoff and departure clearance		High
Conduct Before Takeoff Checks	Can conduct a briefing that includes procedures for emergency and abnormal situations (e.g., powerplant failure, windshear), which may be encountered during takeoff, and state the planned action if they were to occur		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing division of attention while conducting before takeoff checks	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing an unexpected change in the runway to be used for departure	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to verify performance data is correct and airspeeds and flight instruments are set for actual conditions and the departure runway	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to set navigation and communication equipment for departure	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to configure autopilot and flight director controls for departure	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to account for adverse weather conditions prior to takeoff (e.g., snow, ice, gusting crosswinds, low-visibility)	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing A powerplant failure during takeoff or other malfunction considering operational factors such as airplane characteristics, runway/takeoff path length, surface conditions, environmental conditions, and obstructions	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures	Can select the appropriate instrument departure procedure.		High
Conduct Departure Procedures	Can select, identify and use the appropriate communication facilities associated with the procedure		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can select, identify and use the appropriate navigation facilities associated with the procedure		High
Conduct Departure Procedures	Can perform programming the FMS prior to departure and execute avionics setup of flight director and autopilot controls for the departure		High
Conduct Departure Procedures	Can use current and appropriate navigation publications or databases for the proposed flight		High
Conduct Departure Procedures	Can initiate two-way communications with the proper controlling agency		High
Conduct Departure Procedures	Can use proper phraseology and comply in a timely manner with all ATC instructions and airspace restrictions		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can perform interception of courses, radials, and bearings appropriate to the procedure, route or clearance		High
Conduct Departure Procedures	Can comply with all applicable charted procedures		High
Conduct Departure Procedures	Can maintain the appropriate airspeed ±10 knots, headings ±10°, and altitude ±100 feet, and accurately track a course, radial, or bearing		High
Conduct Departure Procedures	Can execute the departure phase to a point where the transition to the en route environment is complete		High
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing failure to communicate with ATC or follow published procedures and required climb gradients	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing limitations of air traffic avoidance equipment and use of see and avoid techniques	High
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing improper automation management	High
Conduct Emergency Procedure - Airframe icing			High
Conduct Emergency Procedure - Airframe icing			High
Conduct Emergency Procedure - Airframe icing	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High
Conduct Emergency Procedure - Airframe icing		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Airframe icing		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	High
Conduct Emergency Procedure - Airframe icing		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High
Conduct Emergency Procedure - Airframe icing		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure			Medium
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure			Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure			Medium
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can recognize and correctly identify powerplant failure, execute memory items, and maintain positive airplane control.		Medium
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can coordinate with crew, if applicable, and complete the appropriate emergency procedures and checklist(s) for simulated propeller feathering or simulated powerplant shutdown.		Medium
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can use flight controls in the proper combination as recommended by the manufacturer to maintain best performance and trim as required		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can maintain the operating powerplant(s) within acceptable operating limits.		Medium
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can perform communication with ATC and the evaluator, as appropriate for the situation.		Medium
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can perform establishing the recommended approach and landing configuration and airspeed, ±5 knots, and adjust pitch attitude and power as required to maintain a stabilized approach.		Medium
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can maintain directional control and appropriate crosswind correction throughout the approach and landing.		Medium
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can perform smooth, timely, and correct control application before, during, and after touchdown.		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can execute touch down at the appropriate speed and pitch attitude at the runway aiming point markings, -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		Medium
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can maintain positive aircraft control throughout the landing using drag and braking devices, as appropriate, to come to a stop.		Medium
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can coordinate with crew and execute after landing checklists(s).		Medium
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure inflight or during an approach.	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	Medium
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing improper airplane configuration.	Medium
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	Medium
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	Medium
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing performing a go-around/rejected landing with a powerplant failure.	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can respond appropriately to engine failure prior to or during an approach.		Medium
Conduct Emergency Procedure - Emergency evacuation			Medium
Conduct Emergency Procedure - Emergency evacuation	Can perform communication with ATC and the evaluator, as appropriate for the situation.		Medium
Conduct Emergency Procedure - Emergency evacuation		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	Medium
Conduct Emergency Procedure - Emergency evacuation		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	Medium
Conduct Emergency Procedure - Emergency evacuation		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Emergency evacuation		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	Medium
Conduct Emergency Procedure - Flight by reference to standby flight instruments, backup instrumentation, or partial panel			High
Conduct Emergency Procedure - Flight by reference to standby flight instruments, backup instrumentation, or partial panel	Can coordinate with crew and execute the appropriate checklist(s) in a timely manner		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Flight by reference to standby flight instruments, backup instrumentation, or partial panel	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High
Conduct Emergency Procedure - Flight by reference to standby flight instruments, backup instrumentation, or partial panel		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High
Conduct Emergency Procedure - Flight by reference to standby flight instruments, backup instrumentation, or partial panel		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Flight by reference to standby flight instruments, backup instrumentation, or partial panel		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High
Conduct Emergency Procedure - Flight by reference to standby flight instruments, backup instrumentation, or partial panel		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Inflight fire and smoke			Medium
Conduct Emergency Procedure - Inflight fire and smoke			Medium
Conduct Emergency Procedure - Inflight fire and smoke	Can perform communication with ATC and the evaluator, as appropriate for the situation.		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight fire and smoke		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	Medium
Conduct Emergency Procedure - Inflight fire and smoke		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	Medium
Conduct Emergency Procedure - Inflight fire and smoke		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	Medium
Conduct Emergency Procedure - Inflight fire and smoke		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	Medium
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart			Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart			Medium
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can recognize and correctly identify powerplant failure, execute memory items, and maintain positive airplane control.		Medium
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can coordinate with crew and execute the appropriate emergency procedures and checklist(s) for propeller feathering or powerplant shutdown.		Medium
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can use flight controls in the proper combination as recommended by the manufacturer to maintain best performance and trim as required		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can determine the cause for the powerplant failure and assess if a restart is a viable option.		Medium
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can maintain the operating powerplant(s) within acceptable operating limits.		Medium
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can maintain airspeed ±10 knots, specified heading ±10° and altitude ±100 feet as specified		Medium
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can assess powerplant restart and, if appropriate, demonstrate the powerplant restart procedures in accordance with the manufacturer or operator specified procedures and checklists.		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can select the nearest suitable airport or landing area.		Medium
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can perform communication with ATC as appropriate for the situation.		Medium
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure during flight.	Medium
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing failure to follow checklist procedures for a powerplant failure or a powerplant restart.	Medium
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing incorrect diagnosis of the cause of the powerplant failure.	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	Medium
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing improper airplane configuration.	Medium
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing factors and situations that could lead to an inadvertent stall, spin, and loss of control with an inflight powerplant failure.	Medium
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can execute continued takeoff following failures including engine failure after V1, and any critical failures for the aircraft type that could lead to lateral asymmetry during the takeoff;		Medium
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1			Medium
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1			Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can execute continued takeoff if the powerplant failure occurs at a point where the airplane can continue to a specified airspeed and altitude at the end of the runway commensurate with the airplane's performance capabilities and operating limitations		Medium
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can maintain the desired airspeed, ±5 knots after establishing a climb, and use flight controls in the proper combination as recommended by the manufacturer, to maintain best performance and trim		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can use flight controls in the proper combination as recommended by the manufacturer to maintain best performance and trim as required		Medium
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can maintain the appropriate heading, ±5°, when powerplant failure occurs		Medium
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can coordinate with crew and execute the appropriate checklist(s) following the powerplant failure.		Medium
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can perform communication with ATC and the evaluator, as appropriate for the situation.		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure during takeoff considering operational factors such as takeoff warning inhibit systems, runway/takeoff path length, surface conditions, environment, obstructions, and LAHSO operations.	Medium
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to brief the plan for a powerplant failure during takeoff, in a crew environment.	Medium
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	Medium
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to correctly identify the inoperative engine (AMEL, AMES).	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing inability to climb or maintain altitude with an inoperative powerplant (AMEL, AMES).	Medium
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	Medium
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	Medium
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)			Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)			Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)			Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can recognize and correctly identify powerplant failure, execute memory items, and maintain positive airplane control.		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can coordinate with crew, if applicable, and complete the appropriate emergency procedures and checklist(s) for simulated propeller feathering or simulated powerplant shutdown.		Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can use flight controls in the proper combination as recommended by the manufacturer to maintain best performance and trim as required		Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain the operating powerplant(s) within acceptable operating limits.		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can perform radio calls as appropriate		Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can assess and proceed toward the nearest suitable airport.		Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can coordinate with crew and execute the approach and landing checklists(s).		Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain the appropriate airplane configuration and airspeed considering meteorological and operating conditions.		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can assess NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment and adjust the published MDA and visibility criteria for the aircraft approach category		Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can initiate and maintain a predetermined rate of descent which approximates that required for the aircraft to follow the vertical guidance, at the point where vertical guidance begins		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain a stabilized approach, adjusting pitch and power as required, allowing no more than ¼-scale deflection of either the vertical or lateral guidance indications.		Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain a stabilized final approach from the FAF to the DA/DH allowing no more than ¼- scale deflection of either the vertical or lateral guidance indications and maintain the desired airspeed ±5 knots.		Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain directional control and appropriate crosswind correction throughout the approach and landing or missed approach.		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can immediately execute the missed approach procedure if the required visual references for the runway are not distinctly visible and identifiable upon reaching the DA/DH,		Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can execute a transition to a normal landing approach when the aircraft is in a position from which a descent to a landing on the runway can be made at a normal rate of descent using normal maneuvering upon reaching the DA/DH		Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can perform smooth, timely, and correct control application before, during, and after touchdown or during the missed approach.		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure inflight or during an approach.	Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing improper airplane configuration.	Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing landing with a powerplant failure.	Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing missed approach with a powerplant failure.	Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing maneuvering in IMC with a powerplant failure.	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can perform the use of navigation systems including procedure selection and ILS look-alike principle:		High
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can perform flying of a procedure		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can perform setup and interpretation of electronic displays and symbols.		High
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can execute use of LNAV mode(s).		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can execute use of VNAV mode(s).		High
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can apply ATC procedures/phraseology		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can apply functionality of vector to final mode		High
Conduct Holding			High
Conduct Holding			High
Conduct Holding			High
Conduct Holding			High
Conduct Holding	Can identify instrument navigation aids associated with the assigned hold.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding	Can apply the appropriate entry procedure for a standard, nonstandard, published, or non- published holding pattern.		High
Conduct Holding	Can change to the appropriate holding airspeed for the airplane and holding altitude to cross the holding fix at or below maximum holding airspeed		High
Conduct Holding	Can comply with the holding pattern leg length and other restrictions, if applicable, associated with the holding pattern.		High
Conduct Holding	Can comply with ATC reporting requirements.		High
Conduct Holding	Can use proper wind correction procedures to maintain the desired pattern and to arrive over the fix as close as possible to a specified time.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding	Can maintain the airspeed ±10 knots, altitude ±100 feet, headings ±10°, and accurately track a selected course, radial, or bearing.		High
Conduct Holding	Can use automation to include autopilot, flight director controls, and navigation displays associated with the assigned hold.		High
Conduct Holding	Can calculate fuel reserve calculations based on EFC times.		High
Conduct Holding		Can identify, assess, and manage risks, encompassing recalculating fuel reserves if assigned an unanticipated EFC time.	High
Conduct Holding		Can identify, assess, and manage risks, encompassing scenarios and circumstances that could result in minimum fuel or the need to declare an emergency.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding		Can describe scenarios that could lead to holding, including deteriorating weather at the planned destination.	High
Conduct Holding		Can identify, assess, and manage risks, encompassing improper holding entry and improper wind correction while holding.	High
Conduct Holding		Can identify, assess, and manage risks, encompassing holding while in icing conditions.	High
Conduct Holding		Can identify, assess, and manage risks, encompassing improper automation management.	High
Conduct Instrument Takeoff			Medium
Conduct Instrument Takeoff	Can coordinate with crew and execute the appropriate checklist(s) prior to takeoff in a timely manner		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can execute setting of the applicable avionics and flight instruments prior to initiating the takeoff		Medium
Conduct Instrument Takeoff	Can perform radio calls as appropriate		Medium
Conduct Instrument Takeoff	Can verify assigned/correct runway		Medium
Conduct Instrument Takeoff	Can perform clearing the arrival area and execute taxiing into takeoff position and align the airplane on the runway centerline		Medium
Conduct Instrument Takeoff	Can maintain centerline and proper flight control inputs during the takeoff roll		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	can confirm takeoff power and proper engine and flight instrument indications prior to rotation making callouts, as appropriate, for the airplane or per the operator's procedures		Medium
Conduct Instrument Takeoff	Can rotates and lift off at the recommended airspeed, establish the desired pitch attitude, and accelerate to the desired airspeed/ V-speed.		Medium
Conduct Instrument Takeoff	Can execute a smooth transition from visual meteorological conditions (VMC) to actual or simulated instrument meteorological conditions (IMC).		Medium
Conduct Instrument Takeoff	Can maintain desired heading ±5° and desired airspeeds ±5 knots.		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can comply with ATC clearances and instructions issued by ATC , as appropriate		Medium
Conduct Instrument Takeoff	Can execute appropriate after-takeoff checklist(s) in a timely manner		Medium
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing selection of a runway based on aircraft performance and limitations, available distance, surface conditions, lighting, and wind	Medium
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing wake turbulence	Medium
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for rejected takeoff	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for Engine failure in takeoff phase of flight with the ceiling or visibility below the minimums for an instrument approach at departure airport	Medium
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for Engine failure in climb phase of flight with the ceiling or visibility below the minimums for an instrument approach at departure airport	Medium
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for low altitude maneuvering including stall, spin, or CFIT	Medium
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for distractions, loss of situational awareness, or improper task management.	Medium
Conduct Instrument Takeoff			Medium
Conduct Instrument Takeoff	Can perform applicable procedures during takeoff to address the transition from visual flight to instrument flight for both the pilot flying (PF) and pilot monitoring (PM), to include the use and limitations of any flight guidance or visual systems in use.		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can demonstrate familiarization with operator's policies and procedures concerning constraints applicable to AWO takeoffs and landings on contaminated or cluttered runways. Limits should be noted for use of wet or icy runways as far as directional control or stopping performance is concerned, and flight crews should be familiar with appropriate constraints related to braking reports and the obscuration of appropriate lighting or markings. Refer to AC 91-79 for detailed information on runway contaminants and condition reporting.	Medium
Conduct Instrument Takeoff	Can execute normal takeoff at lowest applicable minima;		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can perform takeoff with failure of the flight guidance device or ground-based guidance system, at a critical point of the takeoff, unless these systems have failure characteristics that are extremely improbable.		Medium
Conduct Landing From a Precision Approach			High
Conduct Landing From a Precision Approach			High
Conduct Landing From a Precision Approach	Can maintain the desired airspeed, ±5 knots, and vertical and lateral guidance within ¼-scale deflection of the indicators during the descent from DA/DH to a point where visual maneuvering is used to accomplish a normal landing.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can comply with all ATC advisories, such as NOTAMs, windshear, wake turbulence, runway surface, braking conditions, and other operational considerations.		High
Conduct Landing From a Precision Approach	Can execute touch down at the appropriate speed and pitch attitude at the runway aiming point markings, -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High
Conduct Landing From a Precision Approach	Can maintain positive airplane control throughout the landing using drag and braking devices, as appropriate, to come to a stop.		High
Conduct Landing From a Precision Approach	Can demonstrate SRM or CRM, as appropriate.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can apply runway incursion avoidance procedures.		High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing selection of an approach procedure and runway based on pilot capability, aircraft limitations, available distance, surface conditions, and wind.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing wake turbulence.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for missed approach	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for land and hold short operations (LAHSO)	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for distractions, loss of situational awareness, or improper task management.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for attempting to land from an unstable approach.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for flying below the glidepath.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for transitioning from instrument to visual references for landing.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can demonstrate familiarization with operator’s policies and procedures concerning constraints applicable to AWO takeoffs and landings on contaminated or cluttered runways. Limits should be noted for use of wet or icy runways as far as directional control or stopping performance is concerned, and flight crews should be familiar with appropriate constraints related to braking reports and the obscuration of appropriate lighting or markings. Refer to AC 91-79 for detailed information on runway contaminants and condition reporting.	High
Conduct Landing From a Precision Approach			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can perform proper reaction to significant airborne system failures experienced prior to and after reaching the final approach fix (FAF), MDA, DA/DH, or AH. Expected pilot response to failure after touchdown should be addressed as well.		High
Conduct Landing From a Precision Approach			High
Conduct Landing From a Precision Approach	Can recognize and execute appropriate actions in response to ground or navigation system faults, failures or abnormalities at any point during the approach and landing.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can appreciate that pilots should be familiar with the need to report navigation system anomalies or discrepancies, failures of any lighting system (e.g., approach lights, runway lights, touchdown zone (TDZ) lights, centerline lights), or any other discrepancies that could be pertinent to operations.	High
Conduct Missed Approach - OEI			Medium
Conduct Missed Approach - OEI	Can execute an one engine inoperative missed approach from the MDA, DA/DH, or AH.		Medium
Conduct Missed Approach - OEI	Can execute an one engine inoperative missed approach from a low altitude that could result in a touchdown during go-around (balked or rejected landing).		Medium
Conduct Missed Approach - OEI			Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI			Medium
Conduct Missed Approach - OEI	Can apply the appropriate power setting for the flight condition and establish a pitch attitude necessary to obtain the desired performance during an one engine inoperative missed approach.		Medium
Conduct Missed Approach - OEI	Can perform retraction of the wing flaps/drag devices and landing gear, if appropriate, in the correct sequence and at a safe altitude, and initiate a positive rate of climb at the appropriate airspeed/V-speed, ±5 knots during an one engine inoperative missed approach.		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI	Can coordinate with crew and execute the appropriate procedures and checklist(s) in a timely manner during an one engine inoperative missed approach.		Medium
Conduct Missed Approach - OEI	Can comply with the published or alternate missed approach procedure during an one engine inoperative missed approach.		Medium
Conduct Missed Approach - OEI	Can coordinate with ATC if unable to comply with a clearance, restriction, or climb gradient.		Medium
Conduct Missed Approach - OEI	Can maintain the heading, course, or bearing ±5°, and altitude(s) ±100 feet during the missed approach procedure during an one engine inoperative missed approach.		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI	Can use an MFD and other graphical navigation displays, if installed, to monitor position and track to help navigate the missed approach.		Medium
Conduct Missed Approach - OEI	Can demonstrate effective CRM during an one engine inoperative missed approach.		Medium
Conduct Missed Approach - OEI	Can execute re-engagement of the autopilot at appropriate times during the one engine inoperative missed approach procedure.		Medium
Conduct Missed Approach - OEI	Can obtain ATC clearance to attempt another approach, proceed to the alternate airport, holding fix, or other clearance limit, as appropriate, or as directed by the evaluator during an one engine inoperative missed approach.		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing failure to follow prescribed procedures during an one engine inoperative missed approach.	Medium
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing holding, diverting, or electing to fly the approach again during an one engine inoperative missed approach.	Medium
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach during an one engine inoperative missed approach.	Medium
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing factors that might lead to executing an one engine inoperative missed approach procedure before the MAP or to a go-around below DA/MDA.	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems during an one engine inoperative missed approach.	Medium
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach		Can appreciate that there are environments in which using CDFA technique is not advisable or practical, for example airports that do not offer straight in non precision approaches.	High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach	Can perform the nonprecision instrument approaches selected by the instructor/evaluator		High
Conduct Nonprecision Approach	Can initiate two-way communications with ATC appropriate for the phase of flight or approach segment, and use proper communication phraseology.		High
Conduct Nonprecision Approach	Can execute selection, tuning, identification, and confirmation the operational status of navigation equipment to be used for the approach.		High
Conduct Nonprecision Approach	Can Comply with all clearances issued by ATC .		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.		High
Conduct Nonprecision Approach	Can coordinate with ATC if unable to comply with a clearance.		High
Conduct Nonprecision Approach	Can maintain the appropriate airplane configuration and airspeed considering meteorological and operating conditions.		High
Conduct Nonprecision Approach	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can assess NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment and adjust the published MDA and visibility criteria for the aircraft approach category		High
Conduct Nonprecision Approach	Can maintain a stabilized descent to the appropriate altitude.		High
Conduct Nonprecision Approach	Can maintain no more than ¼ scale CDI deflection, airspeed ±5 knots of selected value, and altitude above MDA +50/-0 feet (to the VDP or MAP) during the final approach segment		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can execute the missed approach procedure if the required visual references are not distinctly visible and identifiable at the appropriate point or altitude for the approach profile, or execute a normal landing from a straight-in or circling approach.		High
Conduct Nonprecision Approach	Can use a Multi-Function Display (MFD) and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.		High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to follow the correct approach procedure (e.g., descending too early, etc.).	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Selecting an incorrect navigation frequency.	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to manage automated navigation and auto flight systems.	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to ensure proper airplane configuration during an approach and missed approach.	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing An unstable approach, including excessive descent rates.	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Deteriorating weather conditions on approach.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	MOTOR SKILL LEARNING OBJECTIVES	ATTITUDE LEARNING OBJECTIVES	TASK EXPECTATION RATING
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Operating below the minimum descent altitude (MDA) or continuing a descent below decision altitude (DA) without proper visual references.	High
Conduct Normal Approach and Landing with Crosswind			High
Conduct Normal Approach and Landing with Crosswind			High
Conduct Normal Approach and Landing with Crosswind			High
Conduct Normal Approach and Landing with Crosswind			High
Conduct Normal Approach and Landing with Crosswind	Can coordinate with crew and execute after landing checklists(s).		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can perform radio calls as appropriate		High
Conduct Normal Approach and Landing with Crosswind	Can maintain a ground track that ensures the desired traffic pattern will be flown taking into consideration obstructions and ATC		High
Conduct Normal Approach and Landing with Crosswind	Can confirm the airplane is aligned with the correct/assigned runway or landing surface.		High
Conduct Normal Approach and Landing with Crosswind	Can scan runway or landing surface and adjoining area for traffic and obstructions.		High
Conduct Normal Approach and Landing with Crosswind	Can select a suitable touchdown point considering wind, landing surface, and obstructions.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can perform establishing the recommended approach and landing configuration and airspeed, ±5 knots, and adjust pitch attitude and power as required to maintain a stabilized approach.		High
Conduct Normal Approach and Landing with Crosswind	Can maintain directional control and appropriate crosswind correction throughout the approach and landing.		High
Conduct Normal Approach and Landing with Crosswind	Can perform smooth, timely, and correct control application before, during, and after touchdown.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can execute touch down with the runway centerline between the main landing gear at the appropriate speed and pitch attitude at the runway aiming point markings -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High
Conduct Normal Approach and Landing with Crosswind	Can execute deceleration to taxi speed (20 knots or less on dry pavement, 10 knots or less on contaminated pavement) to within the calculated landing distance plus 25% for the actual conditions with the runway centerline between the main landing gear		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can execute a timely go-around if the approach cannot be made within the tolerances specified above or for any other condition that may result in an unsafe approach or landing.		High
Conduct Normal Approach and Landing with Crosswind	Can apply runway incursion avoidance procedures.		High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing selection of a runway or approach path and touchdown area based aircraft limitations, available distance, surface conditions, and wind.	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing wake turbulence.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing Go-Around/Rejected Landing	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing land and Hold Short Operations (LAHSO)	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, incorrect airport surface approach and landing, or improper task management.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can execute normal landings at the lowest applicable minima for each authorized flight guidance and/or visual system.		High
Conduct Normal Approach and Landing with Crosswind	Can perform manual rollout in low visibility at applicable minima. (except for aircraft using an automatic fail operational (FO) rollout system)		High
Conduct Normal Approach and Landing with Crosswind	Can perform landings at the limiting environmental conditions authorized for that operator with respect to wind, crosswind components, and runway surface friction characteristics		High
Conduct Normal Takeoff and Climb with Crosswind			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind	Can coordinate with crew and complete the appropriate checklist(s) prior to takeoff in a timely manner		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform radio calls as appropriate		High
Conduct Normal Takeoff and Climb with Crosswind	Can verify assigned/correct runway		High
Conduct Normal Takeoff and Climb with Crosswind	Can verify the airplane is configured for takeoff		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can execute clearing of the area and taxi into takeoff position and align the airplane on the runway centerline		High
Conduct Normal Takeoff and Climb with Crosswind	Can maintain centerline and proper flight control inputs during the takeoff roll		High
Conduct Normal Takeoff and Climb with Crosswind	Can confirm takeoff power and proper engine and flight instrument indications prior to rotation and perform callouts as appropriate, for the airplane or per the operator's procedures		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform rotation and lift off at the recommended airspeed		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can maintain a power setting and a pitch attitude to maintain the desired climb airspeed/V-speed, ±5 knots for each climb segment		High
Conduct Normal Takeoff and Climb with Crosswind	Can maintain desired heading ±5°		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform Retraction of the landing gear and flaps in accordance with manufacturer or operator procedures and limitations, as appropriate		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform wake turbulence avoidance		High
Conduct Normal Takeoff and Climb with Crosswind	Can follow noise abatement procedures		High
Conduct Normal Takeoff and Climb with Crosswind	Can execute appropriate after-takeoff checklist(s) in a timely manner		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing selection of a runway, or runway intersection aircraft limitations, available distance, surface conditions, and wind	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing wake turbulence	High
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for rejected takeoff	High
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for engine failure in takeoff phase of flight	High
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for engine failure in climb phase of flight	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing improper aircraft configuration or settings (e.g., trim, flaps, autobrakes, etc.)	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management	High
Conduct Normal Takeoff and Climb with Crosswind	Can perform takeoff in limiting crosswinds, winds, gusts, and runway surface friction to levels authorized. Training should be done at weights or on runways that represent a critical field length		High
Conduct OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)			High
Conduct Rejected Takeoff			Medium
Conduct Rejected Takeoff			Medium
Conduct Rejected Takeoff			Medium
Conduct Rejected Takeoff			Medium
Conduct Rejected Takeoff			Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff	Can execute aborted takeoff if the powerplant failure occurs at a point during the takeoff where the abort procedure can be initiated and the airplane can be safely stopped on the remaining runway		Medium
Conduct Rejected Takeoff	Can execute prompt reduction of power and maintain positive aircraft control using drag and braking devices, as appropriate, to come to a stop		Medium
Conduct Rejected Takeoff	Can coordinate with crew, if applicable, and complete the appropriate procedures, checklist(s), and radio calls following a rejected takeoff in a timely manner		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff		Can identify, assess, and manage risks, encompassing a powerplant failure or other malfunction during takeoff.	Medium
Conduct Rejected Takeoff		Can identify, assess, and manage risks, encompassing failure to maintain directional control following a rejected takeoff	Medium
Conduct Rejected Takeoff		Can identify, assess, and manage risks, encompassing rejecting takeoff with inadequate stopping distance	Medium
Conduct Rejected Takeoff		Can identify, assess, and manage risks, encompassing a high-speed abort distractions, loss of situational awareness, or improper task management	Medium
Conduct Rejected Takeoff	Can execute Rejected takeoff from a point prior to V1 (including an engine failure);		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff	Can perform rejected takeoff requiring transfer of control (if applicable) for low-visibility takeoff minima where a flight guidance and/or vision system is required		Medium
Conduct Rejected Takeoff	Can perform rejected takeoff with failure of the flight guidance device or ground-based guidance system, at a critical point of the takeoff, unless these systems have failure characteristics that are extremely improbable.		Medium
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can record taxi instructions, respond to taxi clearances, and review taxi routes on the airport diagram.		High
Conduct Taxi	Can use an airport diagram or taxi chart during taxi		High
Conduct Taxi	Can comply with ATC clearances and instructions and observe all runway hold lines, ILS critical areas, beacons, and other airport/taxiway markings and lighting		High
Conduct Taxi	Can coordinate with crew, if applicable, and complete the appropriate checklist(s) prior to and during taxi		High
Conduct Taxi	Can maintain situational awareness during taxi		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can maintain correct and positive airplane control, proper speed, appropriate use of wheel brakes and reverse thrust		High
Conduct Taxi	Can maintain separation between other aircraft, vehicles, and persons to avoid an incursion/incident/accident		High
Conduct Taxi	Can use aircraft exterior lighting for day and night operations		High
Conduct Taxi		Can identify, assess, and manage risks, encompassing inappropriate activities and distractions	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing confirmation or expectation bias as related to taxi instructions	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can identify, assess, and manage risks, encompassing a taxi route or departure runway change	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing low visibility taxi operations	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Low visibility taxi and ground operations should be trained to the extent practical and beneficial. Such training should address operations at typical airports or alternately, at airports frequently experiencing low-visibility conditions, complex airports on the operator's route system, airports with particular low visibility ground movement difficulties, or rarely used but significant contingency airports, as determined appropriate by the operator.		High
Conduct Taxi	perform either PF or PM duties, unless otherwise limited by the operator's policies or aircraft characteristics (e.g., single HUD).		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi	Can apply use of the airport diagram after receiving a clearance, and confirms and verbalizes the assigned runway and taxi route, including any instructions to hold short of, or cross, a runway. If there is any doubt, speaks up and resolve the uncertainty before taxi		High
Conduct Taxi			High
Conduct Taxi	Can use airport diagram to follow progress of the taxi operation		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can execute bringing the aircraft to a complete stop, or be in a phase of taxiing that has no risk of a runway incursion before continuing with operational duties and checklists		High
Conduct Taxi	Can execute turning on the rotating beacon whenever an engine is running		High
Conduct Taxi	Can execute turning on navigation, position, anti-collision, and logo lights, if available, to signal intent to other pilots prior to commencing taxi		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can execute turning on the taxi light when the aircraft is moving or intending to move on the ground, and turning it off when stopped or yielding or as a consideration to other pilots or ground personnel		High
Conduct Taxi	Can execute illuminating all lights when crossing a runway when appropriate		High
Conduct Taxi		Can conduct a briefing on the timing and execution of aircraft checklists and company communications at the appropriate times and locations, ensuring the pilot who is not taxiing the aircraft can be available to participate in verbal coordination with the pilot who is taxiing the aircraft	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can consider the anticipated duration of the taxi operation, the locations of hot spots/complex intersections and runway crossings, and the visibility along the taxi route when briefing tasks or accomplishing checklists	High
Conduct Taxi		Can manage pilot workload and heads-down time during taxi by conducting predeparture checklists, including setting the takeoff flap setting, when the aircraft is stopped or while taxiing straight ahead on a taxiway without complex intersections and hot spots	High
Conduct Taxi		Can maintain a sterile cockpit during taxi operations	High
Conduct Taxi		Can manage the risk of expectation bias, and follow the clearance or instructions that are actually received, and not the ones they expected to receive.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can be alert to ATC instructions to hold short of an ILS critical area holding line.	High
Conduct Taxi		Can monitor the aircraft's progress on the airport diagram to ensure that the pilot taxiing the aircraft is following the instructions received from the ATC while maintaining outside vigilance	High
Conduct Taxi		Can respond to all hold short instructions, and verifies with other crew members or ATC to ensure agreement and understanding	High
Conduct Taxi		Can comply with hold short or crossing clearance when approaching an entrance to a runway.	High
Conduct Taxi		Can explain or demonstrate proper actions if the crew becomes disoriented: never stop on a runway, and initiate communications with ATC to regain orientation.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can demonstrate vigilance when instructed to taxi and "Line Up and Wait". Turns Traffic Alert and Collision Avoidance System (TCAS)/traffic advisory systems (TAS) on in order obtain awareness of any aircraft that may be landing on your runway.	High
Conduct Taxi		Can determine whether or not to accept last-minute turnoff instructions from ATC, refusing such clearance unless the crew clearly understands the instructions and are certain that they can safely comply.	High
Conduct Taxi		Can resolve all misunderstandings or disagreements regarding taxi clearance to the satisfaction of all flightcrew members before taxiing the aircraft.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can coordinate with other flightcrew member(s) if stopping and resuming the monitoring of the ATC frequency, for example when it becomes necessary for a flightcrew member to stop monitoring any ATC frequency to prepare the aircraft for takeoff or landing.	High
Conduct Taxi		Can assess any upcoming hold short instructions or clearances that could be misinterpreted prior to stopping and after resuming monitoring of the taxi. An example may include: "I'm heads-down, right turn ahead at Alpha," or "I'm back, any changes?"	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can appreciate that time away from monitoring ATC should be avoided with complex taxi routing or crossing of runways. Any instructions or information received or transmitted during that flightcrew member's absence from the ATC frequency should be reviewed and confirmed upon his or her return.	High
Conduct Taxi		Can coordinate verbally at complex intersections to be sure that: the intersection is correctly identified and confirmed using the airport diagram and the heading indicator	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can state “approaching (specific runway number) hold short line. Before crossing any hold short line, the flightcrew should visually scan to the left and to the right, including the full length of the runway and its approach paths, and coordinate verbally (e.g., “clear right/left” or that the scan area is not clear).	High
Conduct Taxi		Can coordinate verbally and agree on the runway assigned by ATC, the upcoming assigned exit, and any restrictions, such as hold short points of an intersecting runway and the aircraft’s parking area after landing	High
Conduct Taxi		Can consider any adverse effects to safety that illuminating the forward-facing lights will have on the vision of other pilots or ground personnel during runway crossings, and adjust operation accordingly	High
Conduct Taxi			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Visual Approach (VFR Procedures)			Medium
Conduct Visual Approach (VFR Procedures)	Can conduct a visual approach.		Medium

4.4 Course 1 – SIM 4 Learning Objectives

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct after landing, parking and securing			High
Conduct after landing, parking and securing	Can demonstrate runway incursion avoidance procedures.		High
Conduct after landing, parking and securing	Can comply with ATC instructions and perform radio calls as appropriate.		High
Conduct after landing, parking and securing	Can coordinate with crew, if applicable, and execute the appropriate checklist(s) after clearing the runway.		High
Conduct after landing, parking and securing	Can perform parking in the appropriate area, considering the safety of nearby persons and property.		High
Conduct after landing, parking and securing	Can execute a postflight inspection and document discrepancies and servicing requirements, if any.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct after landing, parking and securing	Can perform securing the airplane.		High
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing inappropriate activities and distractions.	High
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing confirmation or expectation bias as related to taxi instructions.	High
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing propeller, turbofan inlet, and exhaust safety.	High
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing airport specific security procedures.	High
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing disembarking passengers.	High
Conduct Before Takeoff Checks		Can manage the risk of errors when assigned an RNAV DP and subsequently receives a change of runway, procedure or transition by verifying the appropriate changes are entered and available for navigation prior to takeoff.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks	Can determine the airplane's takeoff performance for actual conditions and planned departure runway		High
Conduct Before Takeoff Checks	Can coordinate with crew and execute the appropriate checklist(s) prior to takeoff in a timely manner		High
Conduct Before Takeoff Checks	Can confirm all systems checked are within an acceptable operating range and are safe for the proposed flight		High
Conduct Before Takeoff Checks	Can explain any system operating characteristic or limitation and any corrective action for a malfunction during the checks		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can determine airspeeds/V-speeds and set flight instruments appropriately		High
Conduct Before Takeoff Checks	Can use flight director and autopilot controls for the current flight conditions and takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can perform configuration of navigation equipment for takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can configure communication equipment for takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can obtain and correctly interpret the takeoff and departure clearance		High
Conduct Before Takeoff Checks	Can conduct a briefing that includes procedures for emergency and abnormal situations (e.g., powerplant failure, windshear), which may be encountered during takeoff, and state the planned action if they were to occur		High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing division of attention while conducting before takeoff checks	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing an unexpected change in the runway to be used for departure	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to verify performance data is correct and airspeeds and flight instruments are set for actual conditions and the departure runway	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to set navigation and communication equipment for departure	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to configure autopilot and flight director controls for departure	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to account for adverse weather conditions prior to takeoff (e.g., snow, ice, gusting crosswinds, low-visibility)	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing A powerplant failure during takeoff or other malfunction considering operational factors such as airplane characteristics, runway/takeoff path length, surface conditions, environmental conditions, and obstructions	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	High
Conduct Circling Approach			Medium
Conduct Circling Approach	Can comply with the circling approach procedure considering turbulence, windshear, and the maneuvering capability and approach category of the aircraft.		Medium
Conduct Circling Approach	Can confirm the direction of traffic and adhere to all restrictions and instructions issued by ATC .		Medium
Conduct Circling Approach	Can perform establishing the correct approach and landing configuration		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Circling Approach	Can maintain a stabilized approach and a descent rate that ensures arrival at the MDA, or the preselected circling altitude above the MDA, prior to the missed approach point.		Medium
Conduct Circling Approach	Can maintain airspeed ±5 knots, desired heading/track ±5°, and altitude +100/-0 feet until descending below the MDA or the preselected circling altitude above the MDA.		Medium
Conduct Circling Approach	Can perform visually maneuvering to a base or downwind leg appropriate for the landing runway and environmental conditions.		Medium
Conduct Circling Approach	Can perform a turn in the appropriate direction using the correct procedure and execute configuring the airplane if a missed approach occurs		Medium
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing failure to follow prescribed circling approach procedures.	Medium
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing executing a circling approach at night or with marginal visibility.	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing losing visual contact with an identifiable part of the airport.	Medium
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	Medium
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing failure to maintain an appropriate altitude or airspeed while circling.	Medium
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	Medium
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing executing an improper missed approach after the MAP while circling.	Medium
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures	Can select the appropriate instrument departure procedure.		High
Conduct Departure Procedures	Can select, identify and use the appropriate communication facilities associated with the procedure		High
Conduct Departure Procedures	Can select, identify and use the appropriate navigation facilities associated with the procedure		High
Conduct Departure Procedures	Can perform programming the FMS prior to departure and execute avionics setup of flight director and autopilot controls for the departure		High
Conduct Departure Procedures	Can use current and appropriate navigation publications or databases for the proposed flight		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can initiate two-way communications with the proper controlling agency		High
Conduct Departure Procedures	Can use proper phraseology and comply in a timely manner with all ATC instructions and airspace restrictions		High
Conduct Departure Procedures	Can perform interception of courses, radials, and bearings appropriate to the procedure, route or clearance		High
Conduct Departure Procedures	Can comply with all applicable charted procedures		High
Conduct Departure Procedures	Can maintain the appropriate airspeed ±10 knots, headings ±10°, and altitude ±100 feet, and accurately track a course, radial, or bearing		High
Conduct Departure Procedures	Can execute the departure phase to a point where the transition to the en route environment is complete		High
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing failure to communicate with ATC or follow published procedures and required climb gradients	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing limitations of air traffic avoidance equipment and use of see and avoid techniques	High
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing improper automation management	High
Conduct Emergency Procedure - EGPWS escape maneuver	Can coordinate with crew and execute the appropriate checklist(s) in a timely manner		High
Conduct Emergency Procedure - EGPWS escape maneuver	Can perform communication with ATC as appropriate for the situation.		High
Conduct Emergency Procedure - EGPWS escape maneuver		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High
Conduct Emergency Procedure - EGPWS escape maneuver		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	High
Conduct Emergency Procedure - EGPWS escape maneuver		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - EGPWS escape maneuver		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Emergency Descent			High
Conduct Emergency Procedure - Emergency Descent			High
Conduct Emergency Procedure - Emergency Descent	Can coordinate with crew and execute the appropriate checklist(s) in a timely manner		High
Conduct Emergency Procedure - Emergency Descent	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High
Conduct Emergency Procedure - Emergency Descent		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High
Conduct Emergency Procedure - Emergency Descent		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Emergency Descent		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High
Conduct Emergency Procedure - Emergency Descent		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Go-Around/Rejected Landing			High
Conduct Go-Around/Rejected Landing			High
Conduct Go-Around/Rejected Landing			High
Conduct Go-Around/Rejected Landing			High
Conduct Go-Around/Rejected Landing			High
Conduct Go-Around/Rejected Landing	Can initiate a timely decision to go-around/reject the landing.		High
Conduct Go-Around/Rejected Landing	Can apply the appropriate power setting for the flight condition and establish a pitch attitude necessary to obtain the desired performance.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing	Can perform establishing a positive rate of climb and the appropriate airspeed/V-speed, ±5 knots.		High
Conduct Go-Around/Rejected Landing	Can execute configuration and trimming of the airplane, when appropriate.		High
Conduct Go-Around/Rejected Landing	Can perform radio calls as appropriate		High
Conduct Go-Around/Rejected Landing	Can maintain the ground track, heading, or course appropriate for the conditions, or as specified by ATC .		High
Conduct Go-Around/Rejected Landing	Can execute the appropriate procedures and checklist(s) in a timely manner.		High
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing delayed recognition of the need for a go-around/rejected landing.	High
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing delayed performance of a go-around at low altitude.	High
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing improper application of power.	High
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing improper airplane configuration.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires vessels, vessels, persons, and wildlife.	High
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing managing a go-around/rejected landing after accepting a LAHSO clearance.	High
Conduct Go-Around/Rejected Landing			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing	Can perform airborne system use for go-around, including consideration of height loss during transition to a go-around, performance assurance for obstacle clearance, management of any necessary mode changes, and assurance of appropriate vertical and lateral flightpath tracking.		High
Conduct Landing From a Circling Approach			Medium
Conduct Landing From a Circling Approach			Medium
Conduct Landing From a Circling Approach	Can maintain the airport environment in sight and remain within the circling approach radius applicable to the approach category to a position from which a stabilized descent to landing can be made.		Medium
Conduct Landing From a Circling Approach	Can comply with all ATC advisories, such as NOTAMs, windshear, wake turbulence, runway surface, braking conditions, and other operational considerations.		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach	Can perform alignment of the airplane for a normal landing on the selected runway without excessive maneuvering and without exceeding the normal operating limits of the airplane. The angle of bank should not exceed 30°.		Medium
Conduct Landing From a Circling Approach	Can perform smooth, timely, and correct control application throughout the circling maneuver and maintain appropriate airspeed, ±5 knots. If applicable, maintain altitude +100/−0 feet, and desired heading/track, ±5°.		Medium
Conduct Landing From a Circling Approach	Can confirm the airplane is configured for landing.		Medium
Conduct Landing From a Circling Approach	Can scan the landing runway and adjoining area for traffic and obstructions		Medium
Conduct Landing From a Circling Approach	Can execute touch down at the appropriate speed and pitch attitude at the runway aiming point markings, -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach	Can maintain positive aircraft control throughout the landing using drag and braking devices, as appropriate, to come to a stop.		Medium
Conduct Landing From a Circling Approach	Can demonstrate SRM or CRM, as appropriate.		Medium
Conduct Landing From a Circling Approach	Can apply runway incursion avoidance procedures.		Medium
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing landing from a circling approach	Medium
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing selection of an approach procedure and runway based on pilot capability, aircraft limitations, available distance, surface conditions, and wind.	Medium
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing wake turbulence.	Medium
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for missed approach	Medium

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for land and hold short operations (LAHSO)	Medium
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	Medium
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for low altitude maneuvering including stall, spin, or CFIT.	Medium
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for distractions, loss of situational awareness, or improper task management.	Medium
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for attempting to land from an unstable approach.	Medium
Conduct Landing from a No Flap or Nonstandard Flap Approach			High
Conduct Landing from a No Flap or Nonstandard Flap Approach			High

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TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing from a No Flap or Nonstandard Flap Approach			High
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can recognize the malfunction.		High
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can coordinate with crew, if applicable, and complete applicable checklist(s) for the malfunction, approach, and landing.		High
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can coordinate with ATC as needed and select an airport/runway with sufficient length for landing.		High
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can calculate the correct airspeeds/V-speeds for approach and landing.		High
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can perform establishing the recommended approach and landing configuration and airspeed, and adjust pitch attitude and power as required to maintain a stabilized approach.		High
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can select a suitable touchdown point considering wind, landing surface, and obstructions.		High
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can perform smooth, timely, and correct control application before, during, and after touchdown.		High

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TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can execute touch down at the appropriate speed and pitch attitude at the runway aiming point markings, -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can maintain positive aircraft control throughout the landing using drag and braking devices, as appropriate, to come to a stop.		High
Conduct Landing from a No Flap or Nonstandard Flap Approach		Can identify, assess, and manage risks, encompassing hazards associated with a no flap or nonstandard flap approach and landing to include an asymmetrical flap situation.	High
Conduct Landing from a No Flap or Nonstandard Flap Approach		Can identify, assess, and manage risks, encompassing selection of a runway based on pilot capability, aircraft limitations, available distance, surface conditions, and wind.	High
Conduct Landing from a No Flap or Nonstandard Flap Approach		Can identify, assess, and manage risks, encompassing wake turbulence.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing from a No Flap or Nonstandard Flap Approach		Can identify, assess, and manage risks, encompassing go-around/rejected landing.	High
Conduct Landing from a No Flap or Nonstandard Flap Approach		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High
Conduct Landing from a No Flap or Nonstandard Flap Approach		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Landing from a No Flap or Nonstandard Flap Approach		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can perform non-normal configuration approaches and landings in instrument conditions. For these approaches, the simulated weather minima may be above, or well above, the lowest minima authorized. Minima should be at levels that might typically be experienced in line operations for a landing with the non-normal condition used. During these approaches, representative autoflight, instrument, and aircraft system configurations or combinations of configurations should be demonstrated (e.g., F/D, autopilot, HUD, vision systems, autothrottles, raw data, and inoperative electrical or hydraulic components).		High
Conduct Missed Approach			High
Conduct Missed Approach			High
Conduct Missed Approach			High

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TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach	Can apply the appropriate power setting for the flight condition and establish a pitch attitude necessary to obtain the desired performance.		High
Conduct Missed Approach	Can perform retraction of the wing flaps/drag devices and landing gear, if appropriate, in the correct sequence and at a safe altitude, and initiate a positive rate of climb at the appropriate airspeed/V- speed, ±5 knots.		High
Conduct Missed Approach	Can coordinate with crew and execute the appropriate procedures and checklist(s) in a timely manner.		High
Conduct Missed Approach	Can comply with the published or alternate missed approach procedure.		High
Conduct Missed Approach	Can coordinate with ATC if unable to comply with a clearance, restriction, or climb gradient.		High
Conduct Missed Approach	Can maintain the heading, course, or bearing ±5°, and altitude(s) ±100 feet during the missed approach procedure.		High
Conduct Missed Approach	Can use an MFD and other graphical navigation displays, if installed, to monitor position and track to help navigate the missed approach.		High

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TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach	Can demonstrate effective CRM		High
Conduct Missed Approach	Can execute re-engagement of the autopilot at appropriate times during the missed approach procedure.		High
Conduct Missed Approach	Can obtain ATC clearance to attempt another approach, proceed to the alternate airport, holding fix, or other clearance limit, as appropriate, or as directed by the evaluator.		High
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to follow prescribed procedures.	High
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing holding, diverting, or electing to fly the approach again.	High
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach.	High
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing factors that might lead to executing a missed approach procedure before the MAP or to a	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
		go-around below DA/MDA.	
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	High
Conduct Missed Approach	Can execute a missed approach from the MDA, DA/DH, or AH.		High
Conduct Missed Approach	Can execute a missed approach from a low altitude that could result in a touchdown during go-around (balked or rejected landing).		High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can appreciate that there are environments in which using CDFA technique is not advisable or practical, for example airports that do not offer straight in non precision approaches.	High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach	Can perform the nonprecision instrument approaches selected by the instructor/evaluator		High
Conduct Nonprecision Approach	Can initiate two-way communications with ATC appropriate for the phase of flight or approach segment, and use proper communication phraseology.		High
Conduct Nonprecision Approach	Can execute selection, tuning, identification, and confirmation the operational status of navigation equipment to be used for the approach.		High
Conduct Nonprecision Approach	Can Comply with all clearances issued by ATC .		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.		High
Conduct Nonprecision Approach	Can coordinate with ATC if unable to comply with a clearance.		High
Conduct Nonprecision Approach	Can maintain the appropriate airplane configuration and airspeed considering meteorological and operating conditions.		High
Conduct Nonprecision Approach	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		High
Conduct Nonprecision Approach	Can assess NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment and adjust the published MDA and visibility criteria for the aircraft approach category		High
Conduct Nonprecision Approach	Can maintain a stabilized descent to the appropriate altitude.		High

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TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can maintain no more than ¼ scale CDI deflection, airspeed ±5 knots of selected value, and altitude above MDA +50/-0 feet (to the VDP or MAP) during the final approach segment		High
Conduct Nonprecision Approach	Can execute the missed approach procedure if the required visual references are not distinctly visible and identifiable at the appropriate point or altitude for the approach profile, or execute a normal landing from a straight-in or circling approach.		High
Conduct Nonprecision Approach	Can use a Multi-Function Display (MFD) and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.		High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to follow the correct approach procedure (e.g., descending too early, etc.).	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Selecting an incorrect navigation frequency.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to manage automated navigation and auto flight systems.	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to ensure proper airplane configuration during an approach and missed approach.	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing An unstable approach, including excessive descent rates.	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Deteriorating weather conditions on approach.	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Operating below the minimum descent altitude (MDA) or continuing a descent below decision altitude (DA) without proper visual references.	High
Conduct Normal Approach and Landing with Crosswind			High

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TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind			High
Conduct Normal Approach and Landing with Crosswind			High
Conduct Normal Approach and Landing with Crosswind			High
Conduct Normal Approach and Landing with Crosswind	Can coordinate with crew and execute after landing checklists(s).		High
Conduct Normal Approach and Landing with Crosswind	Can perform radio calls as appropriate		High
Conduct Normal Approach and Landing with Crosswind	Can maintain a ground track that ensures the desired traffic pattern will be flown taking into consideration obstructions and ATC		High
Conduct Normal Approach and Landing with Crosswind	Can confirm the airplane is aligned with the correct/assigned runway or landing surface.		High
Conduct Normal Approach and Landing with Crosswind	Can scan runway or landing surface and adjoining area for traffic and obstructions.		High
Conduct Normal Approach and Landing with Crosswind	Can select a suitable touchdown point considering wind, landing surface, and obstructions.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can perform establishing the recommended approach and landing configuration and airspeed, ±5 knots, and adjust pitch attitude and power as required to maintain a stabilized approach.		High
Conduct Normal Approach and Landing with Crosswind	Can maintain directional control and appropriate crosswind correction throughout the approach and landing.		High
Conduct Normal Approach and Landing with Crosswind	Can perform smooth, timely, and correct control application before, during, and after touchdown.		High
Conduct Normal Approach and Landing with Crosswind	Can execute touch down with the runway centerline between the main landing gear at the appropriate speed and pitch attitude at the runway aiming point markings -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High

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TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can execute deceleration to taxi speed (20 knots or less on dry pavement, 10 knots or less on contaminated pavement) to within the calculated landing distance plus 25% for the actual conditions with the runway centerline between the main landing gear		High
Conduct Normal Approach and Landing with Crosswind	Can execute a timely go-around if the approach cannot be made within the tolerances specified above or for any other condition that may result in an unsafe approach or landing.		High
Conduct Normal Approach and Landing with Crosswind	Can apply runway incursion avoidance procedures.		High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing selection of a runway or approach path and touchdown area based aircraft limitations, available distance, surface conditions, and wind.	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing wake turbulence.	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing Go-Around/Rejected Landing	High

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TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing land and Hold Short Operations (LAHSO)	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, incorrect airport surface approach and landing, or improper task management.	High
Conduct Normal Approach and Landing with Crosswind	Can execute normal landings at the lowest applicable minima for each authorized flight guidance and/or visual system.		High
Conduct Normal Approach and Landing with Crosswind	Can perform manual rollout in low visibility at applicable minima. (except for aircraft using an automatic fail operational (FO) rollout system)		High

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TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can perform landings at the limiting environmental conditions authorized for that operator with respect to wind, crosswind components, and runway surface friction characteristics		High
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind	Can coordinate with crew and complete the appropriate checklist(s) prior to takeoff in a timely manner		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform radio calls as appropriate		High
Conduct Normal Takeoff and Climb with Crosswind	Can verify assigned/correct runway		High
Conduct Normal Takeoff and Climb with Crosswind	Can verify the airplane is configured for takeoff		High

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TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can execute clearing of the area and taxi into takeoff position and align the airplane on the runway centerline		High
Conduct Normal Takeoff and Climb with Crosswind	Can maintain centerline and proper flight control inputs during the takeoff roll		High
Conduct Normal Takeoff and Climb with Crosswind	Can confirm takeoff power and proper engine and flight instrument indications prior to rotation and perform callouts as appropriate, for the airplane or per the operator's procedures		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform rotation and lift off at the recommended airspeed		High
Conduct Normal Takeoff and Climb with Crosswind	Can maintain a power setting and a pitch attitude to maintain the desired climb airspeed/V-speed, ±5 knots for each climb segment		High
Conduct Normal Takeoff and Climb with Crosswind	Can maintain desired heading ±5°		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform Retraction of the landing gear and flaps in accordance with manufacturer or operator procedures and limitations, as appropriate		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform wake turbulence avoidance		High

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TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can follow noise abatement procedures		High
Conduct Normal Takeoff and Climb with Crosswind	Can execute appropriate after-takeoff checklist(s) in a timely manner		High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing selection of a runway, or runway intersection aircraft limitations, available distance, surface conditions, and wind	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing wake turbulence	High
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for rejected takeoff	High
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for engine failure in takeoff phase of flight	High
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for engine failure in climb phase of flight	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing improper aircraft configuration or settings (e.g., trim, flaps, autobrakes, etc.)	High

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TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management	High
Conduct Normal Takeoff and Climb with Crosswind	Can perform takeoff in limiting crosswinds, winds, gusts, and runway surface friction to levels authorized. Training should be done at weights or on runways that represent a critical field length		High
Conduct OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems			High
Conduct OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)			High

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TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Recovery From Unusual Flight Attitudes			High
Conduct Recovery From Unusual Flight Attitudes			High
Conduct Recovery From Unusual Flight Attitudes			High
Conduct Recovery From Unusual Flight Attitudes			High
Conduct Recovery From Unusual Flight Attitudes	Can use instrument cross-check and interpretation to identify a nose low unusual attitude		High
Conduct Recovery From Unusual Flight Attitudes	Can use instrument cross-check and interpretation to identify a nose high unusual attitude		High
Conduct Recovery From Unusual Flight Attitudes	Can apply the appropriate pitch, bank, and power corrections, in the correct sequence, to return to a stabilized level flight attitude		High
Conduct Recovery From Unusual Flight Attitudes		Can identify, assess, and manage risks, encompassing situations that could lead to loss of control or unusual flight attitudes (e.g., stress, task saturation, and distractions).	High

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TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Recovery From Unusual Flight Attitudes		Can identify, assess, and manage risks, encompassing exceeding the operating envelope during the recovery	High
Conduct Recovery From Unusual Flight Attitudes		Can identify, assess, and manage risks, encompassing failure to recognize an unusual flight attitude and follow the proper recover procedure	High
Conduct Recovery From Unusual Flight Attitudes		Can identify, assess, and manage risks, encompassing exceeding the operating envelope during the recovery	High
Conduct Steep Turns			High
Conduct Steep Turns			High
Conduct Steep Turns			High
Conduct Steep Turns			High
Conduct Steep Turns			High
Conduct Steep Turns			High
Conduct Steep Turns	Can maintain the manufacturer's recommended airspeed; or if one is not available, an airspeed not to exceed VA		High
Conduct Steep Turns	Can maintain at least a 45° bank solely by reference to instruments and make a coordinated steep turn of at least 180°		High

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TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Steep Turns	Can perform reversal of direction and establish at least a 45° bank solely by reference to instruments and make a coordinated steep turn of at least 180°		High
Conduct Steep Turns	Can perform smooth pitch, bank, and power adjustments as needed		High
Conduct Steep Turns	Can maintain the entry altitude ±100 feet, airspeed ±10 knots, bank ±5°, and roll out on the specified heading, ±10°		High
Conduct Steep Turns	Can maintain avoidance of any indications of impending stall, abnormal flight attitude, or exceedance of any structural or operating limitation		High
Conduct Steep Turns		Can identify, assess, and manage risks, encompassing spatial disorientation when conducting a steep turn while flying by reference to instruments	High
Conduct Steep Turns		Can identify, assess, and manage risks, encompassing failure to maintain coordinated flight	High

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TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Steep Turns		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management	High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi	Can record taxi instructions, respond to taxi clearances, and review taxi routes on the airport diagram.		High
Conduct Taxi	Can use an airport diagram or taxi chart during taxi		High
Conduct Taxi	Can comply with ATC clearances and instructions and observe all runway hold lines, ILS critical areas, beacons, and other airport/taxiway markings and lighting		High
Conduct Taxi	Can coordinate with crew, if applicable, and complete the appropriate checklist(s) prior to and during taxi		High
Conduct Taxi	Can maintain situational awareness during taxi		High

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TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can maintain correct and positive airplane control, proper speed, appropriate use of wheel brakes and reverse thrust		High
Conduct Taxi	Can maintain separation between other aircraft, vehicles, and persons to avoid an incursion/incident/accident		High
Conduct Taxi	Can use aircraft exterior lighting for day and night operations		High
Conduct Taxi		Can identify, assess, and manage risks, encompassing inappropriate activities and distractions	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing confirmation or expectation bias as related to taxi instructions	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing a taxi route or departure runway change	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing low visibility taxi operations	High

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TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Low visibility taxi and ground operations should be trained to the extent practical and beneficial. Such training should address operations at typical airports or alternately, at airports frequently experiencing low-visibility conditions, complex airports on the operator's route system, airports with particular low visibility ground movement difficulties, or rarely used but significant contingency airports, as determined appropriate by the operator.		High
Conduct Taxi	perform either PF or PM duties, unless otherwise limited by the operator's policies or aircraft characteristics (e.g., single HUD).		High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High

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TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can apply use of the airport diagram after receiving a clearance, and confirms and verbalizes the assigned runway and taxi route, including any instructions to hold short of, or cross, a runway. If there is any doubt, speaks up and resolve the uncertainty before taxi		High
Conduct Taxi			High
Conduct Taxi	Can use airport diagram to follow progress of the taxi operation		High
Conduct Taxi	Can execute bringing the aircraft to a complete stop, or be in a phase of taxiing that has no risk of a runway incursion before continuing with operational duties and checklists		High
Conduct Taxi	Can execute turning on the rotating beacon whenever an engine is running		High
Conduct Taxi	Can execute turning on navigation, position, anti-collision, and logo lights, if available, to signal intent to other pilots prior to commencing taxi		High

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TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can execute turning on the taxi light when the aircraft is moving or intending to move on the ground, and turning it off when stopped or yielding or as a consideration to other pilots or ground personnel		High
Conduct Taxi	Can execute illuminating all lights when crossing a runway when appropriate		High
Conduct Taxi		Can conduct a briefing on the timing and execution of aircraft checklists and company communications at the appropriate times and locations, ensuring the pilot who is not taxiing the aircraft can be available to participate in verbal coordination with the pilot who is taxiing the aircraft	High
Conduct Taxi		Can consider the anticipated duration of the taxi operation, the locations of hot spots/complex intersections and runway crossings, and the visibility along the taxi route when briefing tasks or accomplishing checklists	High

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TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can manage pilot workload and heads-down time during taxi by conducting predeparture checklists, including setting the takeoff flap setting, when the aircraft is stopped or while taxiing straight ahead on a taxiway without complex intersections and hot spots	High
Conduct Taxi		Can maintain a sterile cockpit during taxi operations	High
Conduct Taxi		Can manage the risk of expectation bias, and follow the clearance or instructions that are actually received, and not the ones they expected to receive.	High
Conduct Taxi		Can be alert to ATC instructions to hold short of an ILS critical area holding line.	High
Conduct Taxi		Can monitor the aircraft's progress on the airport diagram to ensure that the pilot taxiing the aircraft is following the instructions received from the ATC while maintaining outside vigilance	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can respond to all hold short instructions, and verifies with other crew members or ATC to ensure agreement and understanding	High
Conduct Taxi		Can comply with hold short or crossing clearance when approaching an entrance to a runway.	High
Conduct Taxi		Can explain or demonstrate proper actions if the crew becomes disoriented: never stop on a runway, and initiate communications with ATC to regain orientation.	High
Conduct Taxi		Can demonstrate vigilance when instructed to taxi and “Line Up and Wait”. Turns Traffic Alert and Collision Avoidance System (TCAS)/traffic advisory systems (TAS) on in order obtain awareness of any aircraft that may be landing on your runway.	High
Conduct Taxi		Can determine whether or not to accept last-minute turnoff instructions from ATC, refusing such clearance unless the crew clearly understands the instructions and are certain that they can safely comply.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can resolve all misunderstandings or disagreements regarding taxi clearance to the satisfaction of all flightcrew members before taxiing the aircraft.	High
Conduct Taxi		Can coordinate with other flightcrew member(s) if stopping and resuming the monitoring of the ATC frequency, for example when it becomes necessary for a flightcrew member to stop monitoring any ATC frequency to prepare the aircraft for takeoff or landing.	High
Conduct Taxi		Can assess any upcoming hold short instructions or clearances that could be misinterpreted prior to stopping and after resuming monitoring of the taxi. An example may include: “I’m heads-down, right turn ahead at Alpha,” or “I’m back, any changes?”	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can appreciate that time away from monitoring ATC should be avoided with complex taxi routing or crossing of runways. Any instructions or information received or transmitted during that flightcrew member's absence from the ATC frequency should be reviewed and confirmed upon his or her return.	High
Conduct Taxi		Can coordinate verbally at complex intersections to be sure that: the intersection is correctly identified and confirmed using the airport diagram and the heading indicator	High
Conduct Taxi		Can state "approaching (specific runway number) hold short line. Before crossing any hold short line, the flightcrew should visually scan to the left and to the right, including the full length of the runway and its approach paths, and coordinate verbally (e.g., "clear right/left" or that the scan area is not clear).	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can coordinate verbally and agree on the runway assigned by ATC, the upcoming assigned exit, and any restrictions, such as hold short points of an intersecting runway and the aircraft's parking area after landing	High
Conduct Taxi		Can consider any adverse effects to safety that illuminating the forward-facing lights will have on the vision of other pilots or ground personnel during runway crossings, and adjust operation accordingly	High
Conduct Taxi			High
Conduct TCAS Resolution Advisory (RA)	Can respond to the RA with positive control inputs, when required, while the PM provides updates on the traffic location and cross-checks between the traffic display and monitors the response to the RA		High
Conduct TCAS Resolution Advisory (RA)	Can interpret the displayed information, and recognize the intruder causing the issuance of the RA (red square on display).		High
Conduct TCAS Resolution Advisory (RA)	Can respond to the corrective RA in the proper direction within 5 seconds of the RA being displayed		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Resolution Advisory (RA)	Can respond to a change in the initially displayed RA withing 2.5 seconds		High
Conduct TCAS Resolution Advisory (RA)	Can recognize and respond to altitude crossing RAs		High
Conduct TCAS Resolution Advisory (RA)	Can respond to preventive RAs by ensuring the VS needle remains outside the red area on the RA display.		High
Conduct TCAS Resolution Advisory (RA)	Can maintain vertical speed during "maintain rate" Ras		High
Conduct TCAS Resolution Advisory (RA)	Can recognize that a maintain rate RA may result in crossing through the intruder’s altitude.		High
Conduct TCAS Resolution Advisory (RA)		Can appreciate that if a decision is made to not follow an RA, no changes in the existing VS are made in a direction opposite to the sense of the displayed RA. Pilots should be aware that if the intruder is also TCAS equipped, the decision to not follow an RA may result in a decrease in separation at CPA because of the intruder’s RA response	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Resolution Advisory (RA)	Can execute a return towards the original clearance when the RA weakens, and when clear of conflict is annunciated, pilot executes a complete the return to the original clearance		High
Conduct TCAS Resolution Advisory (RA)		Can inform the controller of the RA as soon as time and workload permit, using the standard phraseology	High
Conduct TCAS Resolution Advisory (RA)	Can comply with an ATC clearance while responding to an RA when possible. (For example, if the aircraft can level at the assigned altitude while responding to a reduce climb or reduce descent RA, it should be done)		High
Conduct TCAS Resolution Advisory (RA)		Can appreciate that If pilots simultaneously receive instructions to maneuver from ATC and an RA that are in conflict, the pilot should follow the RA.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Resolution Advisory (RA)		Can appreciate that TCAS only considers intruders that it believes to be a threat when selecting an RA. As such, it is possible for TCAS to issue an RA against one intruder that results in a maneuver towards another intruder that is not classified as a threat. If the second intruder becomes a threat, the RA will be modified to provide separation from that intruder.	High
Conduct TCAS Resolution Advisory (RA)		Can appreciate the consequences of both responding to, and not responding to, an RA	High
Conduct TCAS Traffic Advisory (TA)		Can confirm that the aircraft they have visually acquired is that which has caused the TA to be issued	High
Conduct TCAS Traffic Advisory (TA)	Can use all information shown on the display, and interpret bearing and range of the intruder (amber circle), whether it is above or below (data tag), and its VS direction (trend arrow).		High
Conduct TCAS Traffic Advisory (TA)	Can use other available information is used to assist in visual acquisition. This includes ATC party-line information, traffic flow in use, etc.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Traffic Advisory (TA)		Can appreciate that the PF should not maneuver the aircraft based solely on the information shown on the TCAS display. No attempt should be made to adjust the current flightpath in anticipation of what an RA would advise.	High
Conduct TCAS Traffic Advisory (TA)		Can appreciate the limitations of making maneuvers based solely on visual acquisition, especially at high altitude or without a definite horizon	High
Conduct TCAS Traffic Advisory (TA)		Can take account of traffic advisory while preparing for a potential resolution advisory (pilot flying)	High
Conduct TCAS Traffic Advisory (TA)		Can monitor traffic location shown on the TCAS display, using this information to help visually acquire the intruder.	High
Conduct Visual Approach (VFR Procedures)			High
Conduct Visual Approach (VFR Procedures)	Can conduct a visual approach.		High
Conduct windshear escape maneuver during landing	Can perform windshear escape manuever per manufacturer guidance		High
Conduct windshear escape maneuver during take off	Can perform windshear escape manuever per manufacturer guidance		High

4.5 Course 1 – SIM 5 Learning Objectives

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim	Can coordinate with crew and execute after landing checklists(s).		High
Conduct approach and landing with pitch mistrim	Can perform radio calls as appropriate		High
Conduct approach and landing with pitch mistrim	Can maintain a ground track that ensures the desired traffic pattern will be flown taking into consideration obstructions and ATC		High
Conduct approach and landing with pitch mistrim	Can confirm the airplane is aligned with the correct/assigned runway or landing surface.		High
Conduct approach and landing with pitch mistrim	Can scan runway or landing surface and adjoining area for traffic and obstructions.		High
Conduct approach and landing with pitch mistrim	Can select a suitable touchdown point considering wind, landing surface, and obstructions.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct approach and landing with pitch mistrim	Can perform establishing the recommended approach and landing configuration and airspeed, ±5 knots, and adjust pitch attitude and power as required to maintain a stabilized approach.		High
Conduct approach and landing with pitch mistrim	Can maintain directional control and appropriate crosswind correction throughout the approach and landing.		High
Conduct approach and landing with pitch mistrim	Can perform smooth, timely, and correct control application before, during, and after touchdown.		High
Conduct approach and landing with pitch mistrim	Can execute touch down with the runway centerline between the main landing gear at the appropriate speed and pitch attitude at the runway aiming point markings -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High
Conduct approach and landing with pitch mistrim	Can execute deceleration to taxi speed (20 knots or less on dry pavement, 10 knots or less on contaminated pavement) to within the calculated landing distance plus 25% for the actual conditions with the runway centerline between the main landing gear		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct approach and landing with pitch mistrim	Can execute a timely go-around if the approach cannot be made within the tolerances specified above or for any other condition that may result in an unsafe approach or landing.		High
Conduct approach and landing with pitch mistrim	Can apply runway incursion avoidance procedures.		High
Conduct approach and landing with pitch mistrim		Can identify, assess, and manage risks, encompassing selection of a runway or approach path and touchdown area based aircraft limitations, available distance, surface conditions, and wind.	High
Conduct approach and landing with pitch mistrim		Can identify, assess, and manage risks, encompassing wake turbulence.	High
Conduct approach and landing with pitch mistrim		Can identify, assess, and manage risks, encompassing Go-Around/Rejected Landing	High
Conduct approach and landing with pitch mistrim		Can identify, assess, and manage risks, encompassing land and Hold Short Operations (LAHSO)	High
Conduct approach and landing with pitch mistrim		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct approach and landing with pitch mistrim		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High
Conduct approach and landing with pitch mistrim		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, incorrect airport surface approach and landing, or improper task management.	High
Conduct Before Takeoff Checks		Can manage the risk of errors when assigned an RNAV DP and subsequently receives a change of runway, procedure or transition by verifying the appropriate changes are entered and available for navigation prior to takeoff.	High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks	Can determine the airplane's takeoff performance for actual conditions and planned departure runway		High
Conduct Before Takeoff Checks	Can coordinate with crew and execute the appropriate checklist(s) prior to takeoff in a timely manner		High
Conduct Before Takeoff Checks	Can confirm all systems checked are within an acceptable operating range and are safe for the proposed flight		High
Conduct Before Takeoff Checks	Can explain any system operating characteristic or limitation and any corrective action for a malfunction during the checks		High
Conduct Before Takeoff Checks	Can determine airspeeds/V-speeds and set flight instruments appropriately		High
Conduct Before Takeoff Checks	Can use flight director and autopilot controls for the current flight conditions and takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can perform configuration of navigation equipment for takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can configure communication equipment for takeoff and departure clearances		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can obtain and correctly interpret the takeoff and departure clearance		High
Conduct Before Takeoff Checks	Can conduct a briefing that includes procedures for emergency and abnormal situations (e.g., powerplant failure, windshear), which may be encountered during takeoff, and state the planned action if they were to occur		High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing division of attention while conducting before takeoff checks	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing an unexpected change in the runway to be used for departure	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to verify performance data is correct and airspeeds and flight instruments are set for actual conditions and the departure runway	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to set navigation and communication equipment for departure	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to configure autopilot and flight director controls for departure	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to account for adverse weather conditions prior to takeoff (e.g., snow, ice, gusting crosswinds, low-visibility)	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing A powerplant failure during takeoff or other malfunction considering operational factors such as airplane characteristics, runway/takeoff path length, surface conditions, environmental conditions, and obstructions	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	High
Conduct Circling Approach			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Circling Approach	Can comply with the circling approach procedure considering turbulence, windshear, and the maneuvering capability and approach category of the aircraft.		High
Conduct Circling Approach	Can confirm the direction of traffic and adhere to all restrictions and instructions issued by ATC .		High
Conduct Circling Approach	Can perform establishing the correct approach and landing configuration		High
Conduct Circling Approach	Can maintain a stabilized approach and a descent rate that ensures arrival at the MDA, or the preselected circling altitude above the MDA, prior to the missed approach point.		High
Conduct Circling Approach	Can maintain airspeed ±5 knots, desired heading/track ±5°, and altitude +100/-0 feet until descending below the MDA or the preselected circling altitude above the MDA.		High
Conduct Circling Approach	Can perform visually maneuvering to a base or downwind leg appropriate for the landing runway and environmental conditions.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Circling Approach	Can perform a turn in the appropriate direction using the correct procedure and execute configuring the airplane if a missed approach occurs		High
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing failure to follow prescribed circling approach procedures.	High
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing executing a circling approach at night or with marginal visibility.	High
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing losing visual contact with an identifiable part of the airport.	High
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	High
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing failure to maintain an appropriate altitude or airspeed while circling.	High
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing executing an improper missed approach after the MAP while circling.	High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures	Can select the appropriate instrument departure procedure.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can select, identify and use the appropriate communication facilities associated with the procedure		High
Conduct Departure Procedures	Can select, identify and use the appropriate navigation facilities associated with the procedure		High
Conduct Departure Procedures	Can perform programming the FMS prior to departure and execute avionics setup of flight director and autopilot controls for the departure		High
Conduct Departure Procedures	Can use current and appropriate navigation publications or databases for the proposed flight		High
Conduct Departure Procedures	Can initiate two-way communications with the proper controlling agency		High
Conduct Departure Procedures	Can use proper phraseology and comply in a timely manner with all ATC instructions and airspace restrictions		High
Conduct Departure Procedures	Can perform interception of courses, radials, and bearings appropriate to the procedure, route or clearance		High
Conduct Departure Procedures	Can comply with all applicable charted procedures		High
Conduct Departure Procedures	Can maintain the appropriate airspeed ±10 knots, headings ±10°, and altitude ±100 feet, and accurately track a course, radial, or bearing		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can execute the departure phase to a point where the transition to the en route environment is complete		High
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing failure to communicate with ATC or follow published procedures and required climb gradients	High
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing limitations of air traffic avoidance equipment and use of see and avoid techniques	High
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing improper automation management	High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure			High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure			High
Conduct Emergency Procedure - Approach and Landing with a			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Powerplant Failure			
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can recognize and correctly identify powerplant failure, execute memory items, and maintain positive airplane control.		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can coordinate with crew, if applicable, and complete the appropriate emergency procedures and checklist(s) for simulated propeller feathering or simulated powerplant shutdown.		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can use flight controls in the proper combination as recommended by the manufacturer to maintain best performance and trim as required		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can maintain the operating powerplant(s) within acceptable operating limits.		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can perform establishing the recommended approach and landing configuration and airspeed, ±5 knots, and adjust pitch attitude and power as required to maintain a stabilized approach.		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can maintain directional control and appropriate crosswind correction throughout the approach and landing.		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can perform smooth, timely, and correct control application before, during, and after touchdown.		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can execute touch down at the appropriate speed and pitch attitude at the runway aiming point markings, -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can maintain positive aircraft control throughout the landing using drag and braking devices, as appropriate, to come to a stop.		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can coordinate with crew and execute after landing checklists(s).		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure inflight or during an approach.	High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing improper airplane configuration.	High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing performing a go-around/rejected landing with a powerplant failure.	High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can respond appropriately to engine failure prior to or during an approach.		High
Conduct Emergency Procedure - Emergency evacuation			High
Conduct Emergency Procedure - Emergency evacuation	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High
Conduct Emergency Procedure - Emergency evacuation		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High
Conduct Emergency Procedure - Emergency evacuation		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Emergency evacuation		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High
Conduct Emergency Procedure - Emergency evacuation		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Inflight fire and smoke			High
Conduct Emergency Procedure - Inflight fire and smoke			High
Conduct Emergency Procedure - Inflight fire and smoke	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High
Conduct Emergency Procedure - Inflight fire and smoke		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High
Conduct Emergency Procedure - Inflight fire and smoke		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight fire and smoke		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High
Conduct Emergency Procedure - Inflight fire and smoke		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart			High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart			High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can recognize and correctly identify powerplant failure, execute memory items, and maintain positive airplane control.		High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can coordinate with crew and execute the appropriate emergency procedures and checklist(s) for propeller feathering or powerplant shutdown.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can use flight controls in the proper combination as recommended by the manufacturer to maintain best performance and trim as required		High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can determine the cause for the powerplant failure and assess if a restart is a viable option.		High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can maintain the operating powerplant(s) within acceptable operating limits.		High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can maintain airspeed ±10 knots, specified heading ±10° and altitude ±100 feet as specified		High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can assess powerplant restart and, if appropriate, demonstrate the powerplant restart procedures in accordance with the manufacturer or operator specified procedures and checklists.		High
Conduct Emergency Procedure - Inflight Powerplant	Can select the nearest suitable airport or landing area.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Failure and Restart			
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can perform communication with ATC as appropriate for the situation.		High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure during flight.	High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing failure to follow checklist procedures for a powerplant failure or a powerplant restart.	High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing incorrect diagnosis of the cause of the powerplant failure.	High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing improper airplane configuration.	High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing factors and situations that could lead to an inadvertent stall, spin, and loss of control with an inflight powerplant failure.	High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can execute continued takeoff following failures including engine failure after V1, and any critical failures for the aircraft type that could lead to lateral asymmetry during the takeoff;		High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1			High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1			High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can execute continued takeoff if the powerplant failure occurs at a point where the airplane can continue to a specified airspeed and altitude at the end of the runway commensurate with the airplane’s performance capabilities and operating limitations		High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can maintain the desired airspeed, ±5 knots after establishing a climb, and use flight controls in the proper combination as recommended by the manufacturer, to maintain best performance and trim		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can use flight controls in the proper combination as recommended by the manufacturer to maintain best performance and trim as required		High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can maintain the appropriate heading, ±5°, when powerplant failure occurs		High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can coordinate with crew and execute the appropriate checklist(s) following the powerplant failure.		High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure during takeoff considering operational factors such as takeoff warning inhibit systems, runway/takeoff path length, surface conditions, environment, obstructions, and LAHSO operations.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to brief the plan for a powerplant failure during takeoff, in a crew environment.	High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to correctly identify the inoperative engine (AMEL, AMES).	High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing inability to climb or maintain altitude with an inoperative powerplant (AMEL, AMES).	High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)			High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)			High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)			High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can recognize and correctly identify powerplant failure, execute memory items, and maintain positive airplane control.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can coordinate with crew, if applicable, and complete the appropriate emergency procedures and checklist(s) for simulated propeller feathering or simulated powerplant shutdown.		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can use flight controls in the proper combination as recommended by the manufacturer to maintain best performance and trim as required		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain the operating powerplant(s) within acceptable operating limits.		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can perform radio calls as appropriate		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can assess and proceed toward the nearest suitable airport.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can coordinate with crew and execute the approach and landing checklists(s).		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain the appropriate airplane configuration and airspeed considering meteorological and operating conditions.		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can assess NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment and adjust the published MDA and visibility criteria for the aircraft approach category		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can initiate and maintain a predetermined rate of descent which approximates that required for the aircraft to follow the vertical guidance, at the point where vertical guidance begins		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain a stabilized approach, adjusting pitch and power as required, allowing no more than ¼-scale deflection of either the vertical or lateral guidance indications.		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain a stabilized final approach from the FAF to the DA/DH allowing no more than ¼- scale deflection of either the vertical or lateral guidance indications and maintain the desired airspeed ±5 knots.		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain directional control and appropriate crosswind correction throughout the approach and landing or missed approach.		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can immediately execute the missed approach procedure if the required visual references for the runway are not distinctly visible and identifiable upon reaching the DA/DH,		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can execute a transition to a normal landing approach when the aircraft is in a position from which a descent to a landing on the runway can be made at a normal rate of descent using normal maneuvering upon reaching the DA/DH		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can perform smooth, timely, and correct control application before, during, and after touchdown or during the missed approach.		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure inflight or during an approach.	High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing improper airplane configuration.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing landing with a powerplant failure.	High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing missed approach with a powerplant failure.	High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing maneuvering in IMC with a powerplant failure.	High
Conduct Instrument Takeoff			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can coordinate with crew and execute the appropriate checklist(s) prior to takeoff in a timely manner		High
Conduct Instrument Takeoff	Can execute setting of the applicable avionics and flight instruments prior to initiating the takeoff		High
Conduct Instrument Takeoff	Can perform radio calls as appropriate		High
Conduct Instrument Takeoff	Can verify assigned/correct runway		High
Conduct Instrument Takeoff	Can perform clearing the arrival area and execute taxiing into takeoff position and align the airplane on the runway centerline		High
Conduct Instrument Takeoff	Can maintain centerline and proper flight control inputs during the takeoff roll		High
Conduct Instrument Takeoff	can confirm takeoff power and proper engine and flight instrument indications prior to rotation making callouts, as appropriate, for the airplane or per the operator's procedures		High
Conduct Instrument Takeoff	Can rotates and lift off at the recommended airspeed, establish the desired pitch attitude, and accelerate to the desired airspeed/ V-speed.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can execute a smooth transition from visual meteorological conditions (VMC) to actual or simulated instrument meteorological conditions (IMC).		High
Conduct Instrument Takeoff	Can maintain desired heading ±5° and desired airspeeds ±5 knots.		High
Conduct Instrument Takeoff	Can comply with ATC clearances and instructions issued by ATC , as appropriate		High
Conduct Instrument Takeoff	Can execute appropriate after-takeoff checklist(s) in a timely manner		High
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing selection of a runway based on aircraft performance and limitations, available distance, surface conditions, lighting, and wind	High
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing wake turbulence	High
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for rejected takeoff	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for Engine failure in takeoff phase of flight with the ceiling or visibility below the minimums for an instrument approach at departure airport	High
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for Engine failure in climb phase of flight with the ceiling or visibility below the minimums for an instrument approach at departure airport	High
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife	High
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for low altitude maneuvering including stall, spin, or CFIT	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for distractions, loss of situational awareness, or improper task management.	High
Conduct Instrument Takeoff			High
Conduct Instrument Takeoff	Can perform applicable procedures during takeoff to address the transition from visual flight to instrument flight for both the pilot flying (PF) and pilot monitoring (PM), to include the use and limitations of any flight guidance or visual systems in use.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can demonstrate familiarization with operator's policies and procedures concerning constraints applicable to AWO takeoffs and landings on contaminated or cluttered runways. Limits should be noted for use of wet or icy runways as far as directional control or stopping performance is concerned, and flight crews should be familiar with appropriate constraints related to braking reports and the obscuration of appropriate lighting or markings. Refer to AC 91-79 for detailed information on runway contaminants and condition reporting.	High
Conduct Instrument Takeoff	Can execute normal takeoff at lowest applicable minima;		High
Conduct Instrument Takeoff	Can perform takeoff with failure of the flight guidance device or ground-based guidance system, at a critical point of the takeoff, unless these systems have failure characteristics that are extremely improbable.		High
Conduct Interior and exterior preflight/Visual Inspection and			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
prestart procedures			
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures		Can identify, assess, and manage risks encompassing Inoperative equipment discovered prior to flight.	High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures		Can identify, assess, and manage risks encompassing external pressures and Aviation security concerns.	High
Conduct Landing From a Circling Approach			High
Conduct Landing From a Circling Approach			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach	Can maintain the airport environment in sight and remain within the circling approach radius applicable to the approach category to a position from which a stabilized descent to landing can be made.		High
Conduct Landing From a Circling Approach	Can comply with all ATC advisories, such as NOTAMs, windshear, wake turbulence, runway surface, braking conditions, and other operational considerations.		High
Conduct Landing From a Circling Approach	Can perform alignment of the airplane for a normal landing on the selected runway without excessive maneuvering and without exceeding the normal operating limits of the airplane. The angle of bank should not exceed 30°.		High
Conduct Landing From a Circling Approach	Can perform smooth, timely, and correct control application throughout the circling maneuver and maintain appropriate airspeed, ±5 knots. If applicable, maintain altitude +100/−0 feet, and desired heading/track, ±5°.		High
Conduct Landing From a Circling Approach	Can confirm the airplane is configured for landing.		High
Conduct Landing From a Circling Approach	Can scan the landing runway and adjoining area for traffic and obstructions		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach	Can execute touch down at the appropriate speed and pitch attitude at the runway aiming point markings, -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High
Conduct Landing From a Circling Approach	Can maintain positive aircraft control throughout the landing using drag and braking devices, as appropriate, to come to a stop.		High
Conduct Landing From a Circling Approach	Can demonstrate SRM or CRM, as appropriate.		High
Conduct Landing From a Circling Approach	Can apply runway incursion avoidance procedures.		High
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing landing from a circling approach	High
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing selection of an approach procedure and runway based on pilot capability, aircraft limitations, available distance, surface conditions, and wind.	High
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing wake turbulence.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for missed approach	High
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for land and hold short operations (LAHSO)	High
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for distractions, loss of situational awareness, or improper task management.	High
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for attempting to land from an unstable approach.	High
Conduct Landing From a Precision Approach			High
Conduct Landing From a Precision Approach			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can maintain the desired airspeed, ±5 knots, and vertical and lateral guidance within ¼-scale deflection of the indicators during the descent from DA/DH to a point where visual maneuvering is used to accomplish a normal landing.		High
Conduct Landing From a Precision Approach	Can comply with all ATC advisories, such as NOTAMs, windshear, wake turbulence, runway surface, braking conditions, and other operational considerations.		High
Conduct Landing From a Precision Approach	Can execute touch down at the appropriate speed and pitch attitude at the runway aiming point markings, -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High
Conduct Landing From a Precision Approach	Can maintain positive airplane control throughout the landing using drag and braking devices, as appropriate, to come to a stop.		High
Conduct Landing From a Precision Approach	Can demonstrate SRM or CRM, as appropriate.		High
Conduct Landing From a Precision Approach	Can apply runway incursion avoidance procedures.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing selection of an approach procedure and runway based on pilot capability, aircraft limitations, available distance, surface conditions, and wind.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing wake turbulence.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for missed approach	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for land and hold short operations (LAHSO)	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for distractions, loss of situational awareness, or	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
		improper task management.	
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for attempting to land from an unstable approach.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for flying below the glidepath.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for transitioning from instrument to visual references for landing.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can demonstrate familiarization with operator's policies and procedures concerning constraints applicable to AWO takeoffs and landings on contaminated or cluttered runways. Limits should be noted for use of wet or icy runways as far as directional control or stopping performance is concerned, and flight crews should be familiar with appropriate constraints related to braking reports and the obscuration of appropriate lighting or markings. Refer to AC 91-79 for detailed information on runway contaminants and condition reporting.	High
Conduct Landing From a Precision Approach			High
Conduct Landing From a Precision Approach	Can perform proper reaction to significant airborne system failures experienced prior to and after reaching the final approach fix (FAF), MDA, DA/DH, or AH. Expected pilot response to failure after touchdown should be addressed as well.		High
Conduct Landing From a Precision Approach			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can recognize and execute appropriate actions in response to ground or navigation system faults, failures or abnormalities at any point during the approach and landing.		High
Conduct Landing From a Precision Approach		Can appreciate that pilots should be familiar with the need to report navigation system anomalies or discrepancies, failures of any lighting system (e.g., approach lights, runway lights, touchdown zone (TDZ) lights, centerline lights), or any other discrepancies that could be pertinent to operations.	High
Conduct Missed Approach			High
Conduct Missed Approach			High
Conduct Missed Approach			High
Conduct Missed Approach	Can apply the appropriate power setting for the flight condition and establish a pitch attitude necessary to obtain the desired performance.		High
Conduct Missed Approach	Can perform retraction of the wing flaps/drag devices and landing gear, if appropriate, in the correct sequence and at a safe altitude, and initiate a positive rate of climb at the appropriate airspeed/V- speed, ±5 knots.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach	Can coordinate with crew and execute the appropriate procedures and checklist(s) in a timely manner.		High
Conduct Missed Approach	Can comply with the published or alternate missed approach procedure.		High
Conduct Missed Approach	Can coordinate with ATC if unable to comply with a clearance, restriction, or climb gradient.		High
Conduct Missed Approach	Can maintain the heading, course, or bearing ±5°, and altitude(s) ±100 feet during the missed approach procedure.		High
Conduct Missed Approach	Can use an MFD and other graphical navigation displays, if installed, to monitor position and track to help navigate the missed approach.		High
Conduct Missed Approach	Can demonstrate effective CRM		High
Conduct Missed Approach	Can execute re-engagement of the autopilot at appropriate times during the missed approach procedure.		High
Conduct Missed Approach	Can obtain ATC clearance to attempt another approach, proceed to the alternate airport, holding fix, or other clearance limit, as appropriate, or as directed by the evaluator.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to follow prescribed procedures.	High
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing holding, diverting, or electing to fly the approach again.	High
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach.	High
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing factors that might lead to executing a missed approach procedure before the MAP or to a go-around below DA/MDA.	High
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	High
Conduct Missed Approach	Can execute a missed approach from the MDA, DA/DH, or AH.		High
Conduct Missed Approach	Can execute a missed approach from a low altitude that could result in a touchdown during go-around (balked or rejected landing).		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI			High
Conduct Missed Approach - OEI	Can execute an one engine inoperative missed approach from the MDA, DA/DH, or AH.		High
Conduct Missed Approach - OEI	Can execute an one engine inoperative missed approach from a low altitude that could result in a touchdown during go-around (balked or rejected landing).		High
Conduct Missed Approach - OEI			High
Conduct Missed Approach - OEI			High
Conduct Missed Approach - OEI	Can apply the appropriate power setting for the flight condition and establish a pitch attitude necessary to obtain the desired performance during an one engine inoperative missed approach.		High
Conduct Missed Approach - OEI	Can perform retraction of the wing flaps/drag devices and landing gear, if appropriate, in the correct sequence and at a safe altitude, and initiate a positive rate of climb at the appropriate airspeed/V- speed, ±5 knots during an one engine inoperative missed approach.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI	Can coordinate with crew and execute the appropriate procedures and checklist(s) in a timely manner during an one engine inoperative missed approach.		High
Conduct Missed Approach - OEI	Can comply with the published or alternate missed approach procedure during an one engine inoperative missed approach.		High
Conduct Missed Approach - OEI	Can coordinate with ATC if unable to comply with a clearance, restriction, or climb gradient.		High
Conduct Missed Approach - OEI	Can maintain the heading, course, or bearing ±5°, and altitude(s) ±100 feet during the missed approach procedure during an one engine inoperative missed approach.		High
Conduct Missed Approach - OEI	Can use an MFD and other graphical navigation displays, if installed, to monitor position and track to help navigate the missed approach.		High
Conduct Missed Approach - OEI	Can demonstrate effective CRM during an one engine inoperative missed approach.		High
Conduct Missed Approach - OEI	Can execute re-engagement of the autopilot at appropriate times during the one engine inoperative missed approach procedure.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	MOTOR SKILL LEARNING OBJECTIVES	ATTITUDE LEARNING OBJECTIVES	TASK EXPECTATION RATING
Conduct Missed Approach - OEI	Can obtain ATC clearance to attempt another approach, proceed to the alternate airport, holding fix, or other clearance limit, as appropriate, or as directed by the evaluator during an one engine inoperative missed approach.		High
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing failure to follow prescribed procedures during an one engine inoperative missed approach.	High
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing holding, diverting, or electing to fly the approach again during an one engine inoperative missed approach.	High
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach during an one engine inoperative missed approach.	High
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing factors that might lead to executing an one engine inoperative missed approach procedure before the MAP or to a	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
		go-around below DA/MDA.	
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems during an one engine inoperative missed approach.	High
Conduct Normal Approach and Landing with Crosswind			High
Conduct Normal Approach and Landing with Crosswind			High
Conduct Normal Approach and Landing with Crosswind			High
Conduct Normal Approach and Landing with Crosswind			High
Conduct Normal Approach and Landing with Crosswind	Can coordinate with crew and execute after landing checklists(s).		High
Conduct Normal Approach and Landing with Crosswind	Can perform radio calls as appropriate		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can maintain a ground track that ensures the desired traffic pattern will be flown taking into consideration obstructions and ATC		High
Conduct Normal Approach and Landing with Crosswind	Can confirm the airplane is aligned with the correct/assigned runway or landing surface.		High
Conduct Normal Approach and Landing with Crosswind	Can scan runway or landing surface and adjoining area for traffic and obstructions.		High
Conduct Normal Approach and Landing with Crosswind	Can select a suitable touchdown point considering wind, landing surface, and obstructions.		High
Conduct Normal Approach and Landing with Crosswind	Can perform establishing the recommended approach and landing configuration and airspeed, ±5 knots, and adjust pitch attitude and power as required to maintain a stabilized approach.		High
Conduct Normal Approach and Landing with Crosswind	Can maintain directional control and appropriate crosswind correction throughout the approach and landing.		High
Conduct Normal Approach and Landing with Crosswind	Can perform smooth, timely, and correct control application before, during, and after touchdown.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can execute touch down with the runway centerline between the main landing gear at the appropriate speed and pitch attitude at the runway aiming point markings -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High
Conduct Normal Approach and Landing with Crosswind	Can execute deceleration to taxi speed (20 knots or less on dry pavement, 10 knots or less on contaminated pavement) to within the calculated landing distance plus 25% for the actual conditions with the runway centerline between the main landing gear		High
Conduct Normal Approach and Landing with Crosswind	Can execute a timely go-around if the approach cannot be made within the tolerances specified above or for any other condition that may result in an unsafe approach or landing.		High
Conduct Normal Approach and Landing with Crosswind	Can apply runway incursion avoidance procedures.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing selection of a runway or approach path and touchdown area based aircraft limitations, available distance, surface conditions, and wind.	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing wake turbulence.	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing Go-Around/Rejected Landing	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing land and Hold Short Operations (LAHSO)	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, incorrect airport surface approach and landing, or improper task management.	High
Conduct Normal Approach and Landing with Crosswind	Can execute normal landings at the lowest applicable minima for each authorized flight guidance and/or visual system.		High
Conduct Normal Approach and Landing with Crosswind	Can perform manual rollout in low visibility at applicable minima. (except for aircraft using an automatic fail operational (FO) rollout system)		High
Conduct Normal Approach and Landing with Crosswind	Can perform landings at the limiting environmental conditions authorized for that operator with respect to wind, crosswind components, and runway surface friction characteristics		High
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind	Can coordinate with crew and complete the appropriate checklist(s) prior to takeoff in a timely manner		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform radio calls as appropriate		High
Conduct Normal Takeoff and Climb with Crosswind	Can verify assigned/correct runway		High
Conduct Normal Takeoff and Climb with Crosswind	Can verify the airplane is configured for takeoff		High
Conduct Normal Takeoff and Climb with Crosswind	Can execute clearing of the area and taxi into takeoff position and align the airplane on the runway centerline		High
Conduct Normal Takeoff and Climb with Crosswind	Can maintain centerline and proper flight control inputs during the takeoff roll		High
Conduct Normal Takeoff and Climb with Crosswind	Can confirm takeoff power and proper engine and flight instrument indications prior to rotation and perform callouts as appropriate, for the airplane or per the operator's procedures		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform rotation and lift off at the recommended airspeed		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can maintain a power setting and a pitch attitude to maintain the desired climb airspeed/V-speed, ±5 knots for each climb segment		High
Conduct Normal Takeoff and Climb with Crosswind	Can maintain desired heading ±5°		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform Retraction of the landing gear and flaps in accordance with manufacturer or operator procedures and limitations, as appropriate		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform wake turbulence avoidance		High
Conduct Normal Takeoff and Climb with Crosswind	Can follow noise abatement procedures		High
Conduct Normal Takeoff and Climb with Crosswind	Can execute appropriate after-takeoff checklist(s) in a timely manner		High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing selection of a runway, or runway intersection aircraft limitations, available distance, surface conditions, and wind	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing wake turbulence	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for rejected takeoff	High
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for engine failure in takeoff phase of flight	High
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for engine failure in climb phase of flight	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing improper aircraft configuration or settings (e.g., trim, flaps, autobrakes, etc.)	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management	High
Conduct Normal Takeoff and Climb with Crosswind	Can perform takeoff in limiting crosswinds, winds, gusts, and runway surface friction to levels authorized. Training should be done at weights or on runways that represent a critical field length		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct OEI Climb to En Route Altitude			High
Conduct OEI Climb to En Route Altitude	Can conduct an OEI climb enroute at either V_{se} or greater, depending on conditions.		High
Conduct OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems			High
Conduct OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)			High
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start	Can ensure the ground safety procedures are followed during the before-start, start, and after-start phase		High
Conduct Powerplant Start	Can coordinate with crew and complete the appropriate checklist(s) prior to and after powerplant start.		High
Conduct Powerplant Start	Can identify an abnormal start or malfunction and execute the correct procedure		High
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing malfunctions during powerplant start	High
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing turbine powerplant safety	High
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing managing situations where specific instructions or checklist items are not published	High
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing personnel, vehicles, vessels, foreign object debris, and other aircraft in the vicinity during powerplant start	High
Conduct Precision Approach			High
Conduct Precision Approach			High
Conduct Precision Approach			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach			High
Conduct Precision Approach	Can perform the precision instrument approaches selected by the instructor/evaluator.		High
Conduct Precision Approach	Can initiate two-way communications with ATC appropriate for the phase of flight or approach segment, and use proper communication phraseology.		High
Conduct Precision Approach	Can execute selection, tuning, identification, and confirmation the operational status of navigation equipment to be used for the approach.		High
Conduct Precision Approach	Can comply in a timely manner with all clearances, instructions, and procedures.		High
Conduct Precision Approach	Can recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.		High
Conduct Precision Approach	Can coordinate with ATC if unable to comply with a clearance.		High
Conduct Precision Approach	Can maintain the appropriate airplane configuration and airspeed considering meteorological and operating conditions.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		High
Conduct Precision Approach	Can assess NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment and adjust the published MDA and visibility criteria for the aircraft approach category		High
Conduct Precision Approach	Can initiate and maintain a predetermined rate of descent which approximates that required for the aircraft to follow the vertical guidance, at the point where vertical guidance begins		High
Conduct Precision Approach	Can maintain a stabilized final approach from the Final Approach Fix (FAF) to DA/DH allowing no more than ¼-scale deflection of either the vertical or lateral guidance indications and maintain the desired airspeed ±5 knots		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can immediately initiate the missed approach procedures if the required visual references for the runway are not distinctly visible and identifiable upon reaching the DA/DH.		High
Conduct Precision Approach	Can, upon reaching the DA/DH, perform a transition to a normal landing when the aircraft is in a position from which a descent to a landing on the runway can be made at a normal rate of descent using normal maneuvering		High
Conduct Precision Approach	Can use an MFD and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.		High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing failure to follow the correct approach procedure (e.g. descending below the glideslope, etc.).	High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing selecting an incorrect navigation frequency.	High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach.	High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing an unstable approach, including excessive descent rates.	High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing deteriorating weather conditions on approach.	High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing continuing to descend below the Decision Altitude (DA)/Decision Height (DH) when the required visual references are not visible.	High
Conduct Precision Approach			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can perform appropriate normal and non-normal procedures including crew duties, monitoring assignments, transfer of control during normal operations, appropriate automatic or crew-initiated call-outs, proper use of standard or special IAPs, applicable minima for normal configurations or for alternate or failure configurations, and reversion to higher minima in the event of failures		High
Conduct Precision Approach			High
Conduct Precision Approach	Can perform procedures to address the transition from electronic monitoring displays to external visual references for both PF and PM for systems that include such displays.		High
Conduct Precision Approach			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can appreciate constraints for head winds, tail winds, crosswinds, and the effect of vertical and horizontal wind shear on automatic systems, flight directors (F/D), or other system (e.g., HUD, SVGS, etc.) performance. For systems such as HUDs that have a limited field of view (FOV), or synthetic reference systems, pilots should be familiar with the display limitations of these systems and expected pilot actions in the event that the aircraft reaches or exceeds a display limit capability.	High
Conduct Precision Approach	Can execute types of instrument procedures approved for the air carrier (standard and special, lowest straight-in, or circling minima, if applicable); according to the operators manuals, charts and checklists, on the aircraft type, model and series flown.		High
Conduct Precision Approach	Can use flight guidance and/or visual system(s) and their corresponding category(s) of minima for each authorized system;		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can use NAVAID(s) and visual aids used (LVO/SMGCS lighting if applicable);		High
Conduct Precision Approach	Can apply Flightcrew procedures used (e.g., PF/PM duties, monitored approach, or call-outs);		High
Conduct Precision Approach		Can demonstrate familiarization with airport and runway characteristics typically experienced;	High
Conduct Precision Approach			High
Conduct Precision Approach	Can perform relevant normal, non-normal, and environmental conditions. Training and evaluation need only be conducted using relevant and representative procedures and conditions (e.g., a representative mix of day, night, dusk, variable/patchy conditions, representative temperatures, landing runway altitudes, precipitation conditions, turbulence, and icing conditions); and		High
Conduct Precision Approach	Can respond appropriately to aircraft and ground system failures.		High
Conduct Rejected Takeoff			High
Conduct Rejected Takeoff			High
Conduct Rejected Takeoff			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff			High
Conduct Rejected Takeoff			High
Conduct Rejected Takeoff	Can execute aborted takeoff if the powerplant failure occurs at a point during the takeoff where the abort procedure can be initiated and the airplane can be safely stopped on the remaining runway		High
Conduct Rejected Takeoff	Can execute prompt reduction of power and maintain positive aircraft control using drag and braking devices, as appropriate, to come to a stop		High
Conduct Rejected Takeoff	Can coordinate with crew, if applicable, and complete the appropriate procedures, checklist(s), and radio calls following a rejected takeoff in a timely manner		High
Conduct Rejected Takeoff		Can identify, assess, and manage risks, encompassing a powerplant failure or other malfunction during takeoff.	High
Conduct Rejected Takeoff		Can identify, assess, and manage risks, encompassing failure to maintain directional control following a rejected takeoff	High
Conduct Rejected Takeoff		Can identify, assess, and manage risks, encompassing rejecting takeoff with inadequate stopping distance	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff		Can identify, assess, and manage risks, encompassing a high-speed abort distractions, loss of situational awareness, or improper task management	High
Conduct Rejected Takeoff	Can execute Rejected takeoff from a point prior to V1 (including an engine failure);		High
Conduct Rejected Takeoff	Can perform rejected takeoff requiring transfer of control (if applicable) for low-visibility takeoff minima where a flight guidance and/or vision system is required		High
Conduct Rejected Takeoff	Can perform rejected takeoff with failure of the flight guidance device or ground-based guidance system, at a critical point of the takeoff, unless these systems have failure characteristics that are extremely improbable.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Stall Prevention and Recovery Scenario per AC120-109A	Can execute Scenario-Based Training (SBT). The goal of SBT is to develop decision-making skills relating to stall prevention and recovery during Line-Oriented Flight Training (LOFT). Emphasis should be placed on preventing conditions that may lead to a stall event. SBT would normally be used after a pilot demonstrates proficiency in maneuver-based training and during advanced stages of training, such as upgrade training and recurrent training.(1) Scenarios. When possible, scenarios should include accident, incident, ASAP, FOQA, and/or ASRS data to provide realistic opportunities to see how threat situations may develop and how they should be managed during line operations. Sample SBT lesson plans are provided in Appendix 3.(2) Briefing. Pilots should not normally be briefed that they are receiving SBT. Theconcept is line-oriented flying, which allows the pilots to recognize and manage the expected or unexpected stall threats as they develop during normal operations. However, situations may arise where pilots exhibit excellent stall prevention skills and initiate a recovery prior to the complete unfolding of a scenario. That is the desired objective. In those instances, the instructor has the discretion whether to repeat the scenario and then showing and discussing how the many cues typically		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
	cascade as the event progresses. Such explanations can reinforce a pilot's knowledge and allow sharpening of awareness and prevention skills.		

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TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Stall Prevention and Recovery Scenario per AC120-109A	Can appreciate USING SURPRISE IN TRAINING. Surprise has been a factor in stall incidents and accidents. Although it may be difficult to create surprise in the training environment, if achieved, surprise events may provide a powerful lesson for the crew. The goal of using surprise in training is to provide the crew with a surprise experience to reinforce timely application of the effective recovery technique under potentially confusing circumstances. Considerable care should be used in surprise training to avoid a negative learning experience. Surprise should not be used during checking. Stall prevention training should incorporate event conditions and variables typical of an unintentional stall that are likely to result in surprise due to the unexpected stall development, presentation, and behavior.		High
Conduct Stall Prevention and Recovery Scenario per AC120-109A			High
Conduct Stall Prevention and Recovery Scenario per AC120-109A	Can conduct an impending stall recovery with only idle thrust available. See Appendix 2, Demonstration 1 for details.		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Stall Prevention and Recovery Scenario per AC120-109A	Can conduct a clean configuration stall prevention (high altitude) scenario. See Appendix 3, Scenario 1 for details.		High
Conduct Stall Prevention and Recovery Scenario per AC120-109A	Can conduct a takeoff configuration stall prevention scenario. See Appendix 3, Scenario 2 for details.		High
Conduct Stall Prevention and Recovery Scenario per AC120-109A	Can conduct a landing configuration stall prevention scenario. See Appendix 3, Scenario 3 for details.		High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi	Can record taxi instructions, respond to taxi clearances, and review taxi routes on the airport diagram.		High
Conduct Taxi	Can use an airport diagram or taxi chart during taxi		High
Conduct Taxi	Can comply with ATC clearances and instructions and observe all runway hold lines, ILS critical areas, beacons, and other airport/taxiway markings and lighting		High

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TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can coordinate with crew, if applicable, and complete the appropriate checklist(s) prior to and during taxi		High
Conduct Taxi	Can maintain situational awareness during taxi		High
Conduct Taxi	Can maintain correct and positive airplane control, proper speed, appropriate use of wheel brakes and reverse thrust		High
Conduct Taxi	Can maintain separation between other aircraft, vehicles, and persons to avoid an incursion/incident/accident		High
Conduct Taxi	Can use aircraft exterior lighting for day and night operations		High
Conduct Taxi		Can identify, assess, and manage risks, encompassing inappropriate activities and distractions	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing confirmation or expectation bias as related to taxi instructions	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing a taxi route or departure runway change	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	High

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TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can identify, assess, and manage risks, encompassing low visibility taxi operations	High
Conduct Taxi	Low visibility taxi and ground operations should be trained to the extent practical and beneficial. Such training should address operations at typical airports or alternately, at airports frequently experiencing low-visibility conditions, complex airports on the operator’s route system, airports with particular low visibility ground movement difficulties, or rarely used but significant contingency airports, as determined appropriate by the operator.		High
Conduct Taxi	perform either PF or PM duties, unless otherwise limited by the operator’s policies or aircraft characteristics (e.g., single HUD).		High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can apply use of the airport diagram after receiving a clearance, and confirms and verbalizes the assigned runway and taxi route, including any instructions to hold short of, or cross, a runway. If there is any doubt, speaks up and resolve the uncertainty before taxi		High
Conduct Taxi			High
Conduct Taxi	Can use airport diagram to follow progress of the taxi operation		High
Conduct Taxi	Can execute bringing the aircraft to a complete stop, or be in a phase of taxiing that has no risk of a runway incursion before continuing with operational duties and checklists		High
Conduct Taxi	Can execute turning on the rotating beacon whenever an engine is running		High
Conduct Taxi	Can execute turning on navigation, position, anti-collision, and logo lights, if available, to signal intent to other pilots prior to commencing taxi		High
Conduct Taxi	Can execute turning on the taxi light when the aircraft is moving or intending to move on the ground, and turning it off when stopped or yielding or as a consideration to other pilots or ground personnel		High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can execute illuminating all lights when crossing a runway when appropriate		High
Conduct Taxi		Can conduct a briefing on the timing and execution of aircraft checklists and company communications at the appropriate times and locations, ensuring the pilot who is not taxiing the aircraft can be available to participate in verbal coordination with the pilot who is taxiing the aircraft	High
Conduct Taxi		Can consider the anticipated duration of the taxi operation, the locations of hot spots/complex intersections and runway crossings, and the visibility along the taxi route when briefing tasks or accomplishing checklists	High
Conduct Taxi		Can manage pilot workload and heads-down time during taxi by conducting predeparture checklists, including setting the takeoff flap setting, when the aircraft is stopped or while taxiing straight ahead on a taxiway without complex intersections and hot spots	High
Conduct Taxi		Can maintain a sterile cockpit during taxi operations	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can manage the risk of expectation bias, and follow the clearance or instructions that are actually received, and not the ones they expected to receive.	High
Conduct Taxi		Can be alert to ATC instructions to hold short of an ILS critical area holding line.	High
Conduct Taxi		Can monitor the aircraft's progress on the airport diagram to ensure that the pilot taxiing the aircraft is following the instructions received from the ATC while maintaining outside vigilance	High
Conduct Taxi		Can respond to all hold short instructions, and verifies with other crew members or ATC to ensure agreement and understanding	High
Conduct Taxi		Can comply with hold short or crossing clearance when approaching an entrance to a runway.	High
Conduct Taxi		Can explain or demonstrate proper actions if the crew becomes disoriented: never stop on a runway, and initiate communications with ATC to regain orientation.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can demonstrate vigilance when instructed to taxi and “Line Up and Wait”. Turns Traffic Alert and Collision Avoidance System (TCAS)/traffic advisory systems (TAS) on in order obtain awareness of any aircraft that may be landing on your runway.	High
Conduct Taxi		Can determine whether or not to accept last-minute turnoff instructions from ATC, refusing such clearance unless the crew clearly understands the instructions and are certain that they can safely comply.	High
Conduct Taxi		Can resolve all misunderstandings or disagreements regarding taxi clearance to the satisfaction of all flightcrew members before taxiing the aircraft.	High
Conduct Taxi		Can coordinate with other flightcrew member(s) if stopping and resuming the monitoring of the ATC frequency, for example when it becomes necessary for a flightcrew member to stop monitoring any ATC frequency to prepare the aircraft for takeoff or landing.	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can assess any upcoming hold short instructions or clearances that could be misinterpreted prior to stopping and after resuming monitoring of the taxi. An example may include: “I’m heads-down, right turn ahead at Alpha,” or “I’m back, any changes?”	High
Conduct Taxi		Can appreciate that time away from monitoring ATC should be avoided with complex taxi routing or crossing of runways. Any instructions or information received or transmitted during that flightcrew member’s absence from the ATC frequency should be reviewed and confirmed upon his or her return.	High
Conduct Taxi		Can coordinate verbally at complex intersections to be sure that: the intersection is correctly identified and confirmed using the airport diagram and the heading indicator	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can state "approaching (specific runway number) hold short line. Before crossing any hold short line, the flightcrew should visually scan to the left and to the right, including the full length of the runway and its approach paths, and coordinate verbally (e.g., "clear right/left" or that the scan area is not clear).	High
Conduct Taxi		Can coordinate verbally and agree on the runway assigned by ATC, the upcoming assigned exit, and any restrictions, such as hold short points of an intersecting runway and the aircraft's parking area after landing	High
Conduct Taxi		Can consider any adverse effects to safety that illuminating the forward-facing lights will have on the vision of other pilots or ground personnel during runway crossings, and adjust operation accordingly	High
Conduct Taxi			High
Conduct Visual Approach (VFR Procedures)			High
Conduct Visual Approach (VFR Procedures)	Can conduct a visual approach.		High

4.6 Course 1 – SIM 6 Learning Objectives

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 6			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct LOFT (Optional Simulator Session 6)			High
Conduct LOFT (Optional Simulator Session 6)	Can demonstrate the observable behaviors classified under the ICAO Application of Procedures Competency		High
Conduct LOFT (Optional Simulator Session 6)		Can demonstrate the observable behaviors classified under the ICAO Communication Competency	High
Conduct LOFT (Optional Simulator Session 6)	Can demonstrate the observable behaviors classified under the ICAO Flight Path Management - Automation Competency		High
Conduct LOFT (Optional Simulator Session 6)	Can demonstrate the observable behaviors classified under the ICAO Flight Path Management - Manual Control Competency		High
Conduct LOFT (Optional Simulator Session 6)		Can demonstrate the observable behaviors classified under the ICAO Leadership and Teamwork Competency	High
Conduct LOFT (Optional Simulator Session 6)		Can demonstrate the observable behaviors classified under the ICAO Problem Solving and Decision Making Competency	High

CE-560XL COURSE 1 - SIMULATOR (SIM) TRAINING 6			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct LOFT (Optional Simulator Session 6)		Can demonstrate the observable behaviors classified under the ICAO Situational Awareness and Management of Information Competency	High
Conduct LOFT (Optional Simulator Session 6)		Can demonstrate the observable behaviors classified under the ICAO Workload Management Competency	High
Conduct LOFT (Optional Simulator Session 6)			High

5 Overview – Course 2

Course 2		
Day 1	**Ground**	**Systems Integration**
Aircraft Manuals	8.0	0.0
MEL and CDL		
CRM		
Aircraft General		
Weight and Balance		
Flight Planning and Performance		
Flight Profiles and Maneuvers		
Avionics and Communications		
Windshear		
Lighting		
Auxiliary Power Unit		
Electrical System		

Course 2		
Day 2	**Ground**	**Systems Integration**
Avionics and Communications	8.0	0.0
Powerplant		
Oil System		
Thrust Reverse		
Fuel System		
Hydraulic System		
Landing Gear and Brakes		
Fire and Smoke Detection, Protection and Suppression		
Flight Controls		
Pneumatic and Environmental Systems		
Pitot-static System		
Ice Protection		
Oxygen		
Ground School Completion Exam		

Simulator Session 1	Brief	Crew	Single
Interior preflight and prestart procedures	2.0	4.0	4.0
Powerplant Start			
Taxi			
Before Takeoff Checks			
Normal Takeoff and Climb with Crosswind			
Departure Procedures			
Steep Turns			
Recovery From Unusual Flight Attitudes			
Clean configuration stall prevention			
Partial Flap Configuration Stall Prevention			
Landing Configuration Stall Prevention			
Arrival Procedures			
Precision Approach			
Missed Approach			
Go-Around/Rejected Landing			
Approach and landing with pitch mistrim			
Landing From a Precision Approach			
Normal Approach and Landing with Crosswind			
After landing, parking and securing			

Simulator Session 2	Brief	Crew	Single
Taxi	2.0	4.0	4.0
Instrument takeoff			
Windshear escape maneuver during take off			
Stall Prevention and Recovery			
EGPWS escape manuever			
TCAS Traffic Advisory (TA)			
TCAS Resolution Advisory (RA)			
Decompression			
Emergency Descent			
Nonprecision Approach			
Missed Approach			
Holding			
Inflight Powerplant Failure and Restart			
Circling Approach			
Go-Around/Rejected Landing			
Landing From a Circling Approach			
Visual Approach (VFR Procedures)			
Windshear escape maneuver during landing			
Landing from a No Flap or Nonstandard Flap Approach			

Simulator Session 3	Brief	Crew	Single
Taxi	2.0	4.0	4.0
Rejected Takeoff			
Instrument Takeoff			
Powerplant Failure During Takeoff at V1			
Airframe icing			
Precision Approach with Powerplant Failure (manual control)			
Missed Approach - OEI			
Precision Approach			
Landing From a Precision Approach			
Lower than Standard Minimum Takeoff			
Powerplant Failure During Second Segment			
OEI Climb to En Route Altitude			
Nonprecision Approach			
Approach and Landing with a Powerplant Failure			
Inflight fire and smoke			
Flight by reference to standby flight instruments, backup instrumentation, or partial panel			
Emergency evacuation			

6 Ground School Learning Objectives – Course 2

6.1 Course 2 – Ground School Learning Objectives

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft General	Understand Crew and Passenger Emergency Equipment - survival gear	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft General	Understand Crew and Passenger Emergency Equipment - emergency exits	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft General	Understand Crew and Passenger Emergency Equipment - emergency exits	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft General	Understand Crew and Passenger Emergency Equipment - emergency exits	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft General	Understand Crew and Passenger Emergency Equipment - emergency exits	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft General	Understand Specific Flight Characteristics	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft General, Water and Waste	Understand installed equipment and furnishings	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Crew and Passenger Emergency Equipment - emergency exits	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Electrical System - batteries	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Electrical System - alternators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Electrical System - generators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Electrical System - circuit breakers and protection devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Electrical System - controls	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Electrical System - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Electrical System - external and auxiliary power sources. (ground power and APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Lighting	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Pitot Static System - associated instruments and the power source for those flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Pitot Static System - Operation and power sources for other flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Avionics and communications - autopilot	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Avionics and communications - Electronic Flight Instrument Systems (EFIS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Avionics and communications - Radar	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Avionics and communications - ground-based navigation systems and components	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Avionics and communications - transponder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Avionics and communications - ADS – Contract (ADS-C)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Avionics and communications - terrain awareness/warning/alert systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Avionics and communications - indicating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Avionics and communications - emergency locator transmitter.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Powerplant - turbine wheels	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Powerplant - compressors	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Powerplant - deicing, anti-icing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Powerplant - controls and indications	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Powerplant - oil system capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Powerplant - allowable types of oil	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Powerplant - thrust reverse	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Fire & smoke detection, protection, and suppression - powerplant	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Fire & smoke detection, protection, and suppression - lavatory	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Fuel system - capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Fuel system - drains	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Fuel system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Fuel system - controls and indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Fuel system - fuel substitutions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Fuel system - cross-feeding	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Fuel system - transferring	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Fuel system - jettison	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Fuel system - fuel grade	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Fuel system - additives	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Fuel system - fueling and defueling procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Hydraulic system - capacity	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Hydraulic system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Hydraulic system - pressure	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Hydraulic system - reservoirs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Hydraulic system - allowable types of fluid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Hydraulic system - regulators/accumulators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Landing Gear - extension/retraction system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Landing Gear - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Landing Gear - brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Landing Gear - antiskid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Landing Gear - tires	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Landing Gear - nosewheel steering	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Landing Gear - shock absorbers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Flight Controls - Ailerons	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Flight Controls - elevator	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Flight Controls - rudder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Flight Controls - control tabs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Flight Controls - control boost/augmentation systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Flight Controls - flaps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Flight Controls - leading edge devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Flight Controls - speed brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Flight Controls - trim systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Ice Protection - anti-ice & de-ice.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Ice Protection - pitot-static system protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Ice Protection windshield	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Ice Protection airfoil surfaces	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Pneumatic and environmental system - heating, cooling, ventilation	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Pneumatic and environmental system - pressurization	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Pneumatic and environmental system - supply for ice protection systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Crew and Passenger Equipment - oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Aircraft Manuals	Understand Crew and Passenger Equipment - passenger oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Envelope protection—angle of attack warning and protection and speed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Auxiliary Power Unit	Understand Auxiliary Power Unit (APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Auxiliary Power Unit	Understand Auxiliary Power Unit (APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Auxiliary Power Unit	Understand Auxiliary Power Unit (APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Auxiliary Power Unit	Understand Auxiliary Power Unit (APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Auxiliary Power Unit	Understand Auxiliary Power Unit (APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Auxiliary Power Unit	Understand Auxiliary Power Unit (APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Auxiliary Power Unit	Understand Auxiliary Power Unit (APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - autopilot	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - autopilot	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - autopilot	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - autopilot	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - autopilot	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Electronic Flight Instrument Systems (EFIS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Electronic Flight Instrument Systems (EFIS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Electronic Flight Instrument Systems (EFIS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Electronic Flight Instrument Systems (EFIS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Radar	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Radar	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Radar	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Radar	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - transponder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - transponder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - transponder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - transponder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - transponder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - ADS – Contract (ADS-C)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - ADS – Contract (ADS-C)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - ADS – Contract (ADS-C)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - ADS – Contract (ADS-C)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - ADS – Contract (ADS-C)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - terrain awareness/warning/alert systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - terrain awareness/warning/alert systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - terrain awareness/warning/alert systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - terrain awareness/warning/alert systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - terrain awareness/warning/alert systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - indicating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - indicating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - indicating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - indicating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - indicating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - emergency locator transmitter.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - emergency locator transmitter.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - emergency locator transmitter.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - emergency locator transmitter.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - emergency locator transmitter.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and Communications - Supporting Systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems - TCAS Failure procedure	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - autopilot EDM mode	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - autopilot EDM mode	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - autopilot EDM mode	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - autopilot EDM mode	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - CPDLC	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - CPDLC	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - CPDLC	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - CPDLC	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - synthetic vision system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - synthetic vision system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - synthetic vision system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Avionics and Communications	Understand Avionics and communications - synthetic vision system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
CRM/SRM	Understand Mitigating Risks of an Incorrect Airport Surface Approach and Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
CRM/SRM	Understand Crew Resource Management (CRM)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
CRM/SRM	Understand Crew Resource Management (CRM)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
CRM/SRM	Understand Crew Resource Management (CRM)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
CRM/SRM	Understand Crew Resource Management (CRM)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
CRM/SRM	Understand Crew Resource Management (CRM)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
CRM/SRM	Understand Crew Resource Management (CRM)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
CRM/SRM	Understand Crew Resource Management (CRM)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
CRM/SRM	Understand Crew Resource Management (CRM)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
CRM/SRM	Understand Crew Resource Management (CRM)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
CRM/SRM	Understand Crew Resource Management (CRM)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - batteries	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - batteries	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - batteries	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - batteries	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - batteries	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - batteries	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - alternators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - alternators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - alternators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - alternators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - alternators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - alternators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - generators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - generators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - generators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - generators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - generators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - generators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - circuit breakers and protection devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - circuit breakers and protection devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - circuit breakers and protection devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - circuit breakers and protection devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - circuit breakers and protection devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - circuit breakers and protection devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - controls	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - controls	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - controls	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - controls	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - controls	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - controls	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - external and auxiliary power sources. (ground power and APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - external and auxiliary power sources. (ground power and APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - external and auxiliary power sources. (ground power and APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - external and auxiliary power sources. (ground power and APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - external and auxiliary power sources. (ground power and APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Electrical System	Understand Electrical System - external and auxiliary power sources. (ground power and APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - powerplant	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - powerplant	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - powerplant	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - powerplant	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - powerplant	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - powerplant	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - lavatory	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - lavatory	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - lavatory	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - lavatory	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - lavatory	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - lavatory	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - Ailerons	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - Ailerons	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - Ailerons	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - Ailerons	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - Ailerons	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - Ailerons	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - elevator	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - elevator	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - elevator	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - elevator	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - elevator	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - elevator	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - rudder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - rudder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - rudder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - rudder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - rudder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - rudder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - control tabs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - control tabs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - control tabs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - control tabs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - control tabs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - control tabs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - control boost/augmentation systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - control boost/augmentation systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - control boost/augmentation systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - control boost/augmentation systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - control boost/augmentation systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - control boost/augmentation systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - flaps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - flaps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - flaps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - flaps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - flaps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - flaps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - speed brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - speed brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - speed brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - speed brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - speed brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - speed brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - trim systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - trim systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - trim systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - trim systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - trim systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand Flight Controls - trim systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand flight controls - underspeed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand flight controls - underspeed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Controls	Understand flight controls - underspeed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand flight controls - underspeed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand Runway assessment and condition reporting and use of the Runway Condition Assessment Matrix (RCAM).	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining takeoff performance (e.g., balance field length, VMCG) per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining takeoff performance (e.g., balance field length, VMCG) per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining takeoff performance (e.g., balance field length, VMCG) per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining takeoff performance (e.g., balance field length, VMCG) per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining cruise performance (e.g., optimum and maximum operating altitudes) per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining cruise performance (e.g., optimum and maximum operating altitudes) per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining cruise performance (e.g., optimum and maximum operating altitudes) per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining descent performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining descent performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining descent performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining landing performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining landing performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining landing performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining landing performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining performance with an inoperative powerplant for all phases of flight per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining performance with an inoperative powerplant for all phases of flight per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining performance with an inoperative powerplant for all phases of flight per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining fuel requirements per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining fuel requirements per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining fuel requirements per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand Runway assessment and condition reporting and use of the Runway Condition Assessment Matrix (RCAM).	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand Runway assessment and condition reporting and use of the Runway Condition Assessment Matrix (RCAM).	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Conduct Rejected Takeoff	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Conduct Rejected Takeoff	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Conduct Rejected Takeoff	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Conduct Rejected Takeoff	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand Avionics and communications - RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand determining landing performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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Flight Profiles and Maneuvers	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand determining cruise performance (e.g., optimum and maximum operating altitudes) per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand determining descent performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining performance with an inoperative powerplant for all phases of flight per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Rejected Takeoff	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Rejected Takeoff	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Conduct Rejected Takeoff	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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Flight Profiles and Maneuvers	Conduct Rejected Takeoff	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Mitigating Risks of an Incorrect Airport Surface Approach and Landing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Conduct Taxi	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
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CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
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CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
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CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
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CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Conduct Stall Prevention and Recovery Scenario per AC120-109A	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Emergency Procedure - EGPWS escape maneuver	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Flight Profiles and Maneuvers	Conduct Emergency Procedure - EGPWS escape maneuver	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - drains	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - drains	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - drains	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - drains	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - drains	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - drains	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - controls and indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - controls and indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - controls and indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - controls and indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - controls and indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - controls and indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - fuel substitutions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fuel substitutions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fuel substitutions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - fuel substitutions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fuel substitutions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fuel substitutions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - cross-feeding	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - cross-feeding	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - cross-feeding	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - cross-feeding	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - cross-feeding	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - cross-feeding	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - transferring	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - transferring	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - transferring	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - transferring	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - transferring	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - transferring	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - fuel grade	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fuel grade	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fuel grade	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - fuel grade	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fuel grade	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fuel grade	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - additives	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - additives	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - additives	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - additives	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - additives	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - additives	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - fueling and defueling procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fueling and defueling procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Fuel System	Understand Fuel system - fueling and defueling procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - fueling and defueling procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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Fuel System	Understand Fuel system - fueling and defueling procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Hydraulic System	Understand Hydraulic system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Hydraulic System	Understand Hydraulic system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Hydraulic System	Understand Hydraulic system - pressure	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - pressure	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - pressure	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Hydraulic System	Understand Hydraulic system - pressure	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - pressure	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - pressure	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Hydraulic System	Understand Hydraulic system - reservoirs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - reservoirs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - reservoirs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Hydraulic System	Understand Hydraulic system - reservoirs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - reservoirs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - reservoirs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Hydraulic System	Understand Hydraulic system - allowable types of fluid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - allowable types of fluid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - allowable types of fluid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Hydraulic System	Understand Hydraulic system - allowable types of fluid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - allowable types of fluid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - allowable types of fluid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Hydraulic System	Understand Hydraulic system - regulators/accumulators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - regulators/accumulators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Hydraulic System	Understand Hydraulic system - regulators/accumulators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Hydraulic System	Understand Hydraulic system - regulators/accumulators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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Hydraulic System	Understand Hydraulic system - regulators/accumulators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand ground operations in icing conditions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand ground operations in icing conditions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand ground operations in icing conditions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand ground operations in icing conditions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
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CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand ground operations in icing conditions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand ground operations in icing conditions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand ground operations in icing conditions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand ground operations in icing conditions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection - anti-ice & de-ice.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection - anti-ice & de-ice.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand Ice Protection - anti-ice & de-ice.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection - anti-ice & de-ice.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection - anti-ice & de-ice.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand Ice Protection - anti-ice & de-ice.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection - pitot-static system protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection - pitot-static system protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand Ice Protection - pitot-static system protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection - pitot-static system protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection - pitot-static system protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand Ice Protection windshield	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection windshield	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection windshield	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand Ice Protection windshield	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection windshield	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection windshield	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand Ice Protection airfoil surfaces	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection airfoil surfaces	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection airfoil surfaces	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand Ice Protection airfoil surfaces	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection airfoil surfaces	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand Ice Protection airfoil surfaces	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand ground operations in icing conditions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand ground operations in icing conditions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Ice Protection	Understand ground operations in icing conditions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand Landing Gear - extension/retraction system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - extension/retraction system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - extension/retraction system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand Landing Gear - extension/retraction system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - extension/retraction system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - extension/retraction system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand Landing Gear - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand Landing Gear - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand Landing Gear - brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand Landing Gear - brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand Landing Gear - antiskid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - antiskid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - antiskid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand Landing Gear - antiskid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - antiskid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - antiskid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand Landing Gear - tires	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - tires	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - tires	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand Landing Gear - tires	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - tires	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - tires	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand Landing Gear - nosewheel steering	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - nosewheel steering	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - nosewheel steering	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand Landing Gear - nosewheel steering	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - nosewheel steering	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - nosewheel steering	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand Landing Gear - shock absorbers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - shock absorbers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - shock absorbers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand Landing Gear - shock absorbers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - shock absorbers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Landing Gear and Brakes	Understand Landing Gear - shock absorbers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Lighting	Understand Lighting	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Lighting	Understand Lighting	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Lighting	Understand Lighting	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Lighting	Understand Lighting	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Lighting	Understand Lighting	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Lighting	Understand Lighting	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Crew and Passenger Emergency Equipment - emergency exits	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Electrical System - alternators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Electrical System - generators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Electrical System - circuit breakers and protection devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Electrical System - controls	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Electrical System - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Electrical System - external and auxiliary power sources. (ground power and APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Lighting	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Pitot Static System - associated instruments and the power source for those flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Pitot Static System - Operation and power sources for other flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Avionics and communications - autopilot	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Avionics and communications - Electronic Flight Instrument Systems (EFIS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Avionics and communications - Flight Management System (FMS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Avionics and communications - Radar	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Avionics and communications - ground-based navigation systems and components	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Avionics and communications - transponder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Avionics and communications - ADS – Contract (ADS-C)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Avionics and communications - terrain awareness/warning/alert systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Avionics and communications - indicating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Avionics and communications - emergency locator transmitter.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Powerplant - turbine wheels	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Powerplant - compressors	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Powerplant - deicing, anti-icing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Powerplant - controls and indications	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Powerplant - oil system capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Powerplant - allowable types of oil	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Powerplant - thrust reverse	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Auxiliary Power Unit (APU)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Fire & smoke detection, protection, and suppression - powerplant	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Fire & smoke detection, protection, and suppression - lavatory	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Fuel system - capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Fuel system - drains	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Fuel system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Fuel system - controls and indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Fuel system - fuel substitutions	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Fuel system - cross-feeding	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Fuel system - transferring	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Fuel system - jettison	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Fuel system - fuel grade	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Fuel system - additives	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Fuel system - fueling and defueling procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Hydraulic system - capacity	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Hydraulic system - pumps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Hydraulic system - pressure	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Hydraulic system - reservoirs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Hydraulic system - allowable types of fluid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Hydraulic system - regulators/accumulators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Landing Gear - extension/retraction system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Landing Gear - indicators	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Landing Gear - brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Landing Gear - antiskid	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Landing Gear - tires	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Landing Gear - nosewheel steering	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Landing Gear - shock absorbers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Flight Controls - Ailerons	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Flight Controls - elevator	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Flight Controls - rudder	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Flight Controls - control tabs	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Flight Controls - control boost/augmentation systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Flight Controls - flaps	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Flight Controls - leading edge devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Flight Controls - speed brakes	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Flight Controls - trim systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Ice Protection - anti-ice & de-ice.	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Ice Protection - pitot-static system protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Ice Protection windshield	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Ice Protection airfoil surfaces	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Pneumatic and environmental system - heating, cooling, ventilation	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Pneumatic and environmental system - pressurization	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Pneumatic and environmental system - supply for ice protection systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Crew and Passenger Equipment - oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
MEL and CDL	Understand Crew and Passenger Equipment - passenger oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Envelope protection—angle of attack warning and protection and speed protection	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Oxygen	Understand Crew and Passenger Equipment - oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Oxygen	Understand Crew and Passenger Equipment - oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Oxygen	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Oxygen	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - passenger oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Oxygen	Understand Crew and Passenger Equipment - passenger oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - passenger oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - passenger oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Oxygen	Understand Crew and Passenger Equipment - passenger oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Oxygen	Understand Crew and Passenger Equipment - passenger oxygen system	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pitot-static System	Understand Pitot Static System - associated instruments and the power source for those flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pitot-static System	Understand Pitot Static System - associated instruments and the power source for those flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pitot-static System	Understand Pitot Static System - associated instruments and the power source for those flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pitot-static System	Understand Pitot Static System - associated instruments and the power source for those flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pitot-static System	Understand Pitot Static System - associated instruments and the power source for those flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pitot-static System	Understand Pitot Static System - associated instruments and the power source for those flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pitot-static System	Understand Pitot Static System - Operation and power sources for other flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pitot-static System	Understand Pitot Static System - Operation and power sources for other flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pitot-static System	Understand Pitot Static System - Operation and power sources for other flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pitot-static System	Understand Pitot Static System - Operation and power sources for other flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pitot-static System	Understand Pitot Static System - Operation and power sources for other flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pitot-static System	Understand Pitot Static System - Operation and power sources for other flight instruments	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pneumatic and Environmental Systems	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pneumatic and Environmental Systems	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - heating, cooling, ventilation	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - heating, cooling, ventilation	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - heating, cooling, ventilation	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - heating, cooling, ventilation	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - heating, cooling, ventilation	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - heating, cooling, ventilation	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - pressurization	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - pressurization	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - pressurization	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - pressurization	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - pressurization	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - pressurization	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - supply for ice protection systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - supply for ice protection systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - supply for ice protection systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - supply for ice protection systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - supply for ice protection systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - supply for ice protection systems	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Understand Powerplant - turbine wheels	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - turbine wheels	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - turbine wheels	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Understand Powerplant - turbine wheels	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - turbine wheels	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - compressors	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Understand Powerplant - compressors	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - compressors	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - compressors	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Understand Powerplant - compressors	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - compressors	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - deicing, anti-icing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Understand Powerplant - deicing, anti-icing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - deicing, anti-icing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - deicing, anti-icing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Understand Powerplant - deicing, anti-icing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - deicing, anti-icing	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - controls and indications	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Understand Powerplant - controls and indications	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - controls and indications	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - controls and indications	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Understand Powerplant - controls and indications	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - controls and indications	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - oil system capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Understand Powerplant - oil system capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - oil system capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - oil system capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Understand Powerplant - oil system capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - oil system capacity and quantities	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - allowable types of oil	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Understand Powerplant - allowable types of oil	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - allowable types of oil	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - allowable types of oil	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Understand Powerplant - allowable types of oil	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - allowable types of oil	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Conduct Powerplant Start	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Conduct Powerplant Start	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - allowable types of oil	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - allowable types of oil	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Understand Powerplant - allowable types of oil	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Powerplant	Understand Powerplant - allowable types of oil	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Preflight	Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Preflight	Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Preflight	Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Preflight	Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Preflight	Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Preflight	Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Thrust Reverse	Understand Powerplant - thrust reverse	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Thrust Reverse	Understand Powerplant - thrust reverse	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Thrust Reverse	Understand Powerplant - thrust reverse	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Thrust Reverse	Understand Powerplant - thrust reverse	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Thrust Reverse	Understand Powerplant - thrust reverse	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Thrust Reverse	Understand Powerplant - thrust reverse	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Weight and Balance	Understand Avionics and communications - Electronic Flight Bag (EFB)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Weight and Balance	Understand determining weight and balance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Weight and Balance	Understand determining weight and balance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

CE-560XL COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

7 Simulator Training Learning Objectives – Course 2

7.1 Course 2 – SIM 1 Learning Objectives

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct after landing, parking and securing			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct after landing, parking and securing	Can demonstrate runway incursion avoidance procedures.		High
Conduct after landing, parking and securing	Can comply with ATC instructions and perform radio calls as appropriate.		High
Conduct after landing, parking and securing	Can coordinate with crew, if applicable, and execute the appropriate checklist(s) after clearing the runway.		High
Conduct after landing, parking and securing	Can perform parking in the appropriate area, considering the safety of nearby persons and property.		High
Conduct after landing, parking and securing	Can execute a postflight inspection and document discrepancies and servicing requirements, if any.		High
Conduct after landing, parking and securing	Can perform securing the airplane.		High
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing inappropriate activities and distractions.	High
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing confirmation or expectation bias as related to taxi instructions.	High
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing propeller, turbofan inlet, and exhaust safety.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing airport specific security procedures.	High
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing disembarking passengers.	High
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim	Can coordinate with crew and execute after landing checklists(s).		High
Conduct approach and landing with pitch mistrim	Can perform radio calls as appropriate		High
Conduct approach and landing with pitch mistrim	Can maintain a ground track that ensures the desired traffic pattern will be flown taking into consideration obstructions and ATC		High
Conduct approach and landing with pitch mistrim	Can confirm the airplane is aligned with the correct/assigned runway or landing surface.		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct approach and landing with pitch mistrim	Can scan runway or landing surface and adjoining area for traffic and obstructions.		High
Conduct approach and landing with pitch mistrim	Can select a suitable touchdown point considering wind, landing surface, and obstructions.		High
Conduct approach and landing with pitch mistrim	Can perform establishing the recommended approach and landing configuration and airspeed, ±5 knots, and adjust pitch attitude and power as required to maintain a stabilized approach.		High
Conduct approach and landing with pitch mistrim	Can maintain directional control and appropriate crosswind correction throughout the approach and landing.		High
Conduct approach and landing with pitch mistrim	Can perform smooth, timely, and correct control application before, during, and after touchdown.		High
Conduct approach and landing with pitch mistrim	Can execute touch down with the runway centerline between the main landing gear at the appropriate speed and pitch attitude at the runway aiming point markings -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct approach and landing with pitch mistrim	Can execute deceleration to taxi speed (20 knots or less on dry pavement, 10 knots or less on contaminated pavement) to within the calculated landing distance plus 25% for the actual conditions with the runway centerline between the main landing gear		High
Conduct approach and landing with pitch mistrim	Can execute a timely go-around if the approach cannot be made within the tolerances specified above or for any other condition that may result in an unsafe approach or landing.		High
Conduct approach and landing with pitch mistrim	Can apply runway incursion avoidance procedures.		High
Conduct approach and landing with pitch mistrim		Can identify, assess, and manage risks, encompassing selection of a runway or approach path and touchdown area based aircraft limitations, available distance, surface conditions, and wind.	High
Conduct approach and landing with pitch mistrim		Can identify, assess, and manage risks, encompassing wake turbulence.	High
Conduct approach and landing with pitch mistrim		Can identify, assess, and manage risks, encompassing Go-Around/Rejected Landing	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct approach and landing with pitch mistrim		Can identify, assess, and manage risks, encompassing land and Hold Short Operations (LAHSO)	High
Conduct approach and landing with pitch mistrim		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High
Conduct approach and landing with pitch mistrim		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High
Conduct approach and landing with pitch mistrim		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, incorrect airport surface approach and landing, or improper task management.	High
Conduct Arrival Procedures		Can manage the risk of errors when assigned an STAR and subsequently receives a change of landing runway, procedure or transition by verifying the appropriate changes are entered and available for navigation	High
Conduct Arrival Procedures			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1

TASKS	MOTOR SKILL LEARNING OBJECTIVES	ATTITUDE LEARNING OBJECTIVES	TASK EXPECTATION RATING
Conduct Arrival Procedures			High
Conduct Arrival Procedures			High
Conduct Arrival Procedures			High
Conduct Arrival Procedures	Can select, identify and use the appropriate communication and navigation facilities associated with the arrival		High
Conduct Arrival Procedures	Can perform setup of FMS and avionics to include flight director and autopilot controls for the arrival, if applicable		High
Conduct Arrival Procedures	Can use current and appropriate navigation publications or databases for the proposed flight		High
Conduct Arrival Procedures	Can initiate two-way communications with the proper controlling agency		High
Conduct Arrival Procedures	Can use proper phraseology and comply in a timely manner with all ATC instructions and airspace restrictions		High
Conduct Arrival Procedures	Can perform interception of courses, radials, and bearings appropriate to the procedure, route or clearance		High
Conduct Arrival Procedures	Can comply with all applicable charted procedures		High
Conduct Arrival Procedures	Can comply with airspeed restrictions required by regulation, procedure, aircraft limitation or ATC		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures	Can maintain rate of descent consistent with the route segment, airplane operating characteristics and safety		High
Conduct Arrival Procedures	Can maintain the appropriate airspeed/V-speed ±10 knots, but not less than VRef if applicable, heading ±10°, altitude ±100 feet, and accurately track radials, courses, and bearings		High
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing failure to communicate with ATC or follow published procedures.	High
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing failure to recognize limitations of traffic avoidance equipment.	High
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing failure to use see and avoid techniques when possible.	High
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing improper automation management.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing ATC instructions that modify an arrival or discontinue/resume the aircraft's lateral or vertical navigation on an arrival.	High
Conduct Arrival Procedures			High
Conduct Arrival Procedures			High
Conduct Arrival Procedures			High
Conduct Before Takeoff Checks		Can manage the risk of errors when assigned an RNAV DP and subsequently receives a change of runway, procedure or transition by verifying the appropriate changes are entered and available for navigation prior to takeoff.	High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks	Can determine the airplane's takeoff performance for actual conditions and planned departure runway		High
Conduct Before Takeoff Checks	Can coordinate with crew and execute the appropriate checklist(s) prior to takeoff in a timely manner		High
Conduct Before Takeoff Checks	Can confirm all systems checked are within an acceptable operating range and are safe for the proposed flight		High
Conduct Before Takeoff Checks	Can explain any system operating characteristic or limitation and any corrective action for a malfunction during the checks		High
Conduct Before Takeoff Checks	Can determine airspeeds/V-speeds and set flight instruments appropriately		High
Conduct Before Takeoff Checks	Can use flight director and autopilot controls for the current flight conditions and takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can perform configuration of navigation equipment for takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can configure communication equipment for takeoff and departure clearances		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can obtain and correctly interpret the takeoff and departure clearance		High
Conduct Before Takeoff Checks	Can conduct a briefing that includes procedures for emergency and abnormal situations (e.g., powerplant failure, windshear), which may be encountered during takeoff, and state the planned action if they were to occur		High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing division of attention while conducting before takeoff checks	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing an unexpected change in the runway to be used for departure	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to verify performance data is correct and airspeeds and flight instruments are set for actual conditions and the departure runway	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to set navigation and communication equipment for departure	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to configure autopilot and flight director controls for departure	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to account for adverse weather conditions prior to takeoff (e.g., snow, ice, gusting crosswinds, low-visibility)	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing A powerplant failure during takeoff or other malfunction considering operational factors such as airplane characteristics, runway/takeoff path length, surface conditions, environmental conditions, and obstructions	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	High
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A			High
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A			High
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A			High
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A			High
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A			High
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A	Can maintain coordinated flight in simulated or actual instrument conditions throughout the maneuver		High
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A	Can perform smooth adjustment of pitch attitude, bank angle (15°-30°), and power setting either manually or with the autopilot engaged		High
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A	Can recognize the cues and execute prompt recovery at the first indication of an impending stall (e.g., buffet, stall horn, stick shaker, etc.)		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A	Can execute a stall recovery in accordance with procedures set forth in the POH/AFM		High
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A	Can execute a return to the desired flight path		High
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing factors and situations that could lead to an inadvertent stall, spin, and loss of control during cruise flight	High
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing range and limitations of stall warning indicators (e.g., aircraft buffet, stall horn, stick shaker, etc.)	High
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing failure to recognize and recover at the stall warning	High
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing improper stall recovery procedure	High
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing secondary stalls, accelerated stalls, elevator trim stalls, and cross-control stalls	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing effect of environmental elements on aircraft performance while in cruise flight as it relates to stalls (e.g., turbulence, microbursts, and high-density altitude)	High
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing distractions, loss of situational awareness, or improper task management	High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can select the appropriate instrument departure procedure.		High
Conduct Departure Procedures	Can select, identify and use the appropriate communication facilities associated with the procedure		High
Conduct Departure Procedures	Can select, identify and use the appropriate navigation facilities associated with the procedure		High
Conduct Departure Procedures	Can perform programming the FMS prior to departure and execute avionics setup of flight director and autopilot controls for the departure		High
Conduct Departure Procedures	Can use current and appropriate navigation publications or databases for the proposed flight		High
Conduct Departure Procedures	Can initiate two-way communications with the proper controlling agency		High
Conduct Departure Procedures	Can use proper phraseology and comply in a timely manner with all ATC instructions and airspace restrictions		High
Conduct Departure Procedures	Can perform interception of courses, radials, and bearings appropriate to the procedure, route or clearance		High
Conduct Departure Procedures	Can comply with all applicable charted procedures		High
Conduct Departure Procedures	Can maintain the appropriate airspeed ±10 knots, headings ±10°, and altitude ±100 feet, and accurately track a course, radial, or bearing		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can execute the departure phase to a point where the transition to the en route environment is complete		High
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing failure to communicate with ATC or follow published procedures and required climb gradients	High
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing limitations of air traffic avoidance equipment and use of see and avoid techniques	High
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing improper automation management	High
Conduct Go-Around/Rejected Landing			High
Conduct Go-Around/Rejected Landing			High
Conduct Go-Around/Rejected Landing			High
Conduct Go-Around/Rejected Landing			High
Conduct Go-Around/Rejected Landing			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing	Can initiate a timely decision to go-around/reject the landing.		High
Conduct Go-Around/Rejected Landing	Can apply the appropriate power setting for the flight condition and establish a pitch attitude necessary to obtain the desired performance.		High
Conduct Go-Around/Rejected Landing	Can perform establishing a positive rate of climb and the appropriate airspeed/V-speed, ±5 knots.		High
Conduct Go-Around/Rejected Landing	Can execute configuration and trimming of the airplane, when appropriate.		High
Conduct Go-Around/Rejected Landing	Can perform radio calls as appropriate		High
Conduct Go-Around/Rejected Landing	Can maintain the ground track, heading, or course appropriate for the conditions, or as specified by ATC .		High
Conduct Go-Around/Rejected Landing	Can execute the appropriate procedures and checklist(s) in a timely manner.		High
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing delayed recognition of the need for a go-around/rejected landing.	High
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing delayed performance of a go-around at low altitude.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing improper application of power.	High
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing improper airplane configuration.	High
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires vessels, vessels, persons, and wildlife.	High
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing managing a go-around/rejected landing after accepting a LAHSO clearance.	High
Conduct Go-Around/Rejected Landing			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing	Can perform airborne system use for go-around, including consideration of height loss during transition to a go-around, performance assurance for obstacle clearance, management of any necessary mode changes, and assurance of appropriate vertical and lateral flightpath tracking.		High
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can perform the use of navigation systems including procedure selection and ILS look-alike principle:		High
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can perform flying of a procedure		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can perform setup and interpretation of electronic displays and symbols.		High
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can execute use of LNAV mode(s).		High
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area	Can execute use of VNAV mode(s).		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
augmentation system			
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can apply ATC procedures/phraseology		High
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can apply functionality of vector to final mode		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures		Can identify, assess, and manage risks encompassing Inoperative equipment discovered prior to flight.	High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures		Can identify, assess, and manage risks encompassing external pressures and Aviation security concerns.	High
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A			High
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A			High
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A			High
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A			High
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A	Can perform smooth adjustment of pitch attitude, bank angle (15°-30°), and power setting either manually or with the autopilot engaged		High
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A	Can recognize the cues and execute prompt recovery at the first indication of an impending stall (e.g., buffet, stall horn, stick shaker, etc.)		High
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A	Can perform establishment of the landing configuration (i.e., lift/drag devices set and landing gear extended) and maintain coordinated flight in simulated or actual instrument conditions throughout the maneuver		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A	Can recognize the cues and execute prompt recovery at the first indication of an impending stall (e.g., buffet, stall horn, stick shaker, etc.)		High
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A	Can execute a stall recovery in accordance with procedures set forth in the POH/AFM		High
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A	Can execute retraction of the flaps or other lift/drag devices to the recommended setting, retract the landing gear after a positive rate of climb is established and return to the desired flight path		High
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing factors and situations that could lead to an inadvertent stall, spin, and loss of control during landing	High
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing range and limitations of stall warning indicators (e.g., aircraft buffet, stall horn, stick shaker, etc.)	High
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing failure to recognize and recover at the stall warning	High
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing improper stall recovery procedure	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing secondary stalls, accelerated stalls, elevator trim stalls, and cross-control stalls	High
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing the effect of environmental elements on aircraft performance while landing as it relates to stalls (e.g., turbulence, icing, microbursts, and high-density altitude)	High
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing stalls at a low altitude	High
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing distractions, loss of situational awareness, or improper task management	High
Conduct Landing From a Precision Approach			High
Conduct Landing From a Precision Approach			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can maintain the desired airspeed, ±5 knots, and vertical and lateral guidance within ¼-scale deflection of the indicators during the descent from DA/DH to a point where visual maneuvering is used to accomplish a normal landing.		High
Conduct Landing From a Precision Approach	Can comply with all ATC advisories, such as NOTAMs, windshear, wake turbulence, runway surface, braking conditions, and other operational considerations.		High
Conduct Landing From a Precision Approach	Can execute touch down at the appropriate speed and pitch attitude at the runway aiming point markings, -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High
Conduct Landing From a Precision Approach	Can maintain positive airplane control throughout the landing using drag and braking devices, as appropriate, to come to a stop.		High
Conduct Landing From a Precision Approach	Can demonstrate SRM or CRM, as appropriate.		High
Conduct Landing From a Precision Approach	Can apply runway incursion avoidance procedures.		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing selection of an approach procedure and runway based on pilot capability, aircraft limitations, available distance, surface conditions, and wind.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing wake turbulence.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for missed approach	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for land and hold short operations (LAHSO)	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for low altitude maneuvering including stall, spin, or CFIT.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for distractions, loss of situational awareness, or improper task management.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for attempting to land from an unstable approach.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for flying below the glidepath.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for transitioning from instrument to visual references for landing.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can demonstrate familiarization with operator's policies and procedures concerning constraints applicable to AWO takeoffs and landings on contaminated or cluttered runways. Limits should be noted for use of wet or icy runways as far as directional control or stopping performance is concerned, and flight crews should be familiar with appropriate constraints related to braking reports and the obscuration of appropriate lighting or markings. Refer to AC 91-79 for detailed information on runway contaminants and condition reporting.	High
Conduct Landing From a Precision Approach			High
Conduct Landing From a Precision Approach	Can perform proper reaction to significant airborne system failures experienced prior to and after reaching the final approach fix (FAF), MDA, DA/DH, or AH. Expected pilot response to failure after touchdown should be addressed as well.		High
Conduct Landing From a Precision Approach			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can recognize and execute appropriate actions in response to ground or navigation system faults, failures or abnormalities at any point during the approach and landing.		High
Conduct Landing From a Precision Approach		Can appreciate that pilots should be familiar with the need to report navigation system anomalies or discrepancies, failures of any lighting system (e.g., approach lights, runway lights, touchdown zone (TDZ) lights, centerline lights), or any other discrepancies that could be pertinent to operations.	High
Conduct Missed Approach			High
Conduct Missed Approach			High
Conduct Missed Approach			High
Conduct Missed Approach	Can apply the appropriate power setting for the flight condition and establish a pitch attitude necessary to obtain the desired performance.		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach	Can perform retraction of the wing flaps/drag devices and landing gear, if appropriate, in the correct sequence and at a safe altitude, and initiate a positive rate of climb at the appropriate airspeed/V- speed, ±5 knots.		High
Conduct Missed Approach	Can coordinate with crew and execute the appropriate procedures and checklist(s) in a timely manner.		High
Conduct Missed Approach	Can comply with the published or alternate missed approach procedure.		High
Conduct Missed Approach	Can coordinate with ATC if unable to comply with a clearance, restriction, or climb gradient.		High
Conduct Missed Approach	Can maintain the heading, course, or bearing ±5°, and altitude(s) ±100 feet during the missed approach procedure.		High
Conduct Missed Approach	Can use an MFD and other graphical navigation displays, if installed, to monitor position and track to help navigate the missed approach.		High
Conduct Missed Approach	Can demonstrate effective CRM		High
Conduct Missed Approach	Can execute re-engagement of the autopilot at appropriate times during the missed approach procedure.		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach	Can obtain ATC clearance to attempt another approach, proceed to the alternate airport, holding fix, or other clearance limit, as appropriate, or as directed by the evaluator.		High
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to follow prescribed procedures.	High
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing holding, diverting, or electing to fly the approach again.	High
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach.	High
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing factors that might lead to executing a missed approach procedure before the MAP or to a go-around below DA/MDA.	High
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach	Can execute a missed approach from the MDA, DA/DH, or AH.		High
Conduct Missed Approach	Can execute a missed approach from a low altitude that could result in a touchdown during go-around (balked or rejected landing).		High
Conduct Normal Approach and Landing with Crosswind			High
Conduct Normal Approach and Landing with Crosswind			High
Conduct Normal Approach and Landing with Crosswind			High
Conduct Normal Approach and Landing with Crosswind			High
Conduct Normal Approach and Landing with Crosswind	Can coordinate with crew and execute after landing checklists(s).		High
Conduct Normal Approach and Landing with Crosswind	Can perform radio calls as appropriate		High
Conduct Normal Approach and Landing with Crosswind	Can maintain a ground track that ensures the desired traffic pattern will be flown taking into consideration obstructions and ATC		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can confirm the airplane is aligned with the correct/assigned runway or landing surface.		High
Conduct Normal Approach and Landing with Crosswind	Can scan runway or landing surface and adjoining area for traffic and obstructions.		High
Conduct Normal Approach and Landing with Crosswind	Can select a suitable touchdown point considering wind, landing surface, and obstructions.		High
Conduct Normal Approach and Landing with Crosswind	Can perform establishing the recommended approach and landing configuration and airspeed, ±5 knots, and adjust pitch attitude and power as required to maintain a stabilized approach.		High
Conduct Normal Approach and Landing with Crosswind	Can maintain directional control and appropriate crosswind correction throughout the approach and landing.		High
Conduct Normal Approach and Landing with Crosswind	Can perform smooth, timely, and correct control application before, during, and after touchdown.		High
Conduct Normal Approach and Landing with Crosswind	Can execute touch down with the runway centerline between the main landing gear at the appropriate speed and pitch attitude at the runway aiming point markings -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can execute deceleration to taxi speed (20 knots or less on dry pavement, 10 knots or less on contaminated pavement) to within the calculated landing distance plus 25% for the actual conditions with the runway centerline between the main landing gear		High
Conduct Normal Approach and Landing with Crosswind	Can execute a timely go-around if the approach cannot be made within the tolerances specified above or for any other condition that may result in an unsafe approach or landing.		High
Conduct Normal Approach and Landing with Crosswind	Can apply runway incursion avoidance procedures.		High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing selection of a runway or approach path and touchdown area based aircraft limitations, available distance, surface conditions, and wind.	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing wake turbulence.	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing Go-Around/Rejected Landing	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing land and Hold Short Operations (LAHSO)	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, incorrect airport surface approach and landing, or improper task management.	High
Conduct Normal Approach and Landing with Crosswind	Can execute normal landings at the lowest applicable minima for each authorized flight guidance and/or visual system.		High
Conduct Normal Approach and Landing with Crosswind	Can perform manual rollout in low visibility at applicable minima. (except for aircraft using an automatic fail operational (FO) rollout system)		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can perform landings at the limiting environmental conditions authorized for that operator with respect to wind, crosswind components, and runway surface friction characteristics		High
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind	Can coordinate with crew and complete the appropriate checklist(s) prior to takeoff in a timely manner		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform radio calls as appropriate		High
Conduct Normal Takeoff and Climb with Crosswind	Can verify assigned/correct runway		High
Conduct Normal Takeoff and Climb with Crosswind	Can verify the airplane is configured for takeoff		High
Conduct Normal Takeoff and Climb with Crosswind	Can execute clearing of the area and taxi into takeoff position and align the airplane on the runway centerline		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can maintain centerline and proper flight control inputs during the takeoff roll		High
Conduct Normal Takeoff and Climb with Crosswind	Can confirm takeoff power and proper engine and flight instrument indications prior to rotation and perform callouts as appropriate, for the airplane or per the operator's procedures		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform rotation and lift off at the recommended airspeed		High
Conduct Normal Takeoff and Climb with Crosswind	Can maintain a power setting and a pitch attitude to maintain the desired climb airspeed/V-speed, ±5 knots for each climb segment		High
Conduct Normal Takeoff and Climb with Crosswind	Can maintain desired heading ±5°		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform Retraction of the landing gear and flaps in accordance with manufacturer or operator procedures and limitations, as appropriate		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform wake turbulence avoidance		High
Conduct Normal Takeoff and Climb with Crosswind	Can follow noise abatement procedures		High
Conduct Normal Takeoff and Climb with Crosswind	Can execute appropriate after-takeoff checklist(s) in a timely manner		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing selection of a runway, or runway intersection aircraft limitations, available distance, surface conditions, and wind	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing wake turbulence	High
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for rejected takeoff	High
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for engine failure in takeoff phase of flight	High
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for engine failure in climb phase of flight	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing improper aircraft configuration or settings (e.g., trim, flaps, autobrakes, etc.)	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management	High
Conduct Normal Takeoff and Climb with Crosswind	Can perform takeoff in limiting crosswinds, winds, gusts, and runway surface friction to levels authorized. Training should be done at weights or on runways that represent a critical field length		High
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A			High
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A			High
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A			High
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A			High
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A	Can recognize the cues and execute prompt recovery at the first indication of an impending stall (e.g., buffet, stall horn, stick shaker, etc.)		High
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A	Can execute a stall recovery in accordance with procedures set forth in the POH/AFM		High
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A	Can execute retraction of the flaps or other lift/drag devices to the recommended setting, retract the landing gear after a positive rate of climb is established, and return to the desired flight path		High
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks, encompassing factors and situations that could lead to an inadvertent stall and loss of control during takeoff or while on approach	High
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks, encompassing range and limitations of stall warning indicators (e.g., aircraft buffet, stall horn, stick shaker, etc.)	High
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks, encompassing failure to recognize and recover at the stall warning	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks, encompassing improper stall recovery procedure	High
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks, encompassing secondary stalls, accelerated stalls, elevator trim stalls, and cross-control stalls	High
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks, encompassing the effect of environmental elements on aircraft performance while in a partial flap configuration as it relates to stalls (e.g., turbulence, microbursts, and high-density altitude)	High
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management	High
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start	Can ensure the ground safety procedures are followed during the before-start, start, and after-start phase		High
Conduct Powerplant Start	Can coordinate with crew and complete the appropriate checklist(s) prior to and after powerplant start.		High
Conduct Powerplant Start	Can identify an abnormal start or malfunction and execute the correct procedure		High
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing malfunctions during powerplant start	High
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing turbine powerplant safety	High
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing managing situations where specific instructions or checklist items are not published	High
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing personnel, vehicles, vessels, foreign object debris, and other aircraft in the vicinity during powerplant start	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach			High
Conduct Precision Approach			High
Conduct Precision Approach			High
Conduct Precision Approach			High
Conduct Precision Approach	Can perform the precision instrument approaches selected by the instructor/evaluator.		High
Conduct Precision Approach	Can initiate two-way communications with ATC appropriate for the phase of flight or approach segment, and use proper communication phraseology.		High
Conduct Precision Approach	Can execute selection, tuning, identification, and confirmation the operational status of navigation equipment to be used for the approach.		High
Conduct Precision Approach	Can comply in a timely manner with all clearances, instructions, and procedures.		High
Conduct Precision Approach	Can recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.		High
Conduct Precision Approach	Can coordinate with ATC if unable to comply with a clearance.		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can maintain the appropriate airplane configuration and airspeed considering meteorological and operating conditions.		High
Conduct Precision Approach	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		High
Conduct Precision Approach	Can assess NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment and adjust the published MDA and visibility criteria for the aircraft approach category		High
Conduct Precision Approach	Can initiate and maintain a predetermined rate of descent which approximates that required for the aircraft to follow the vertical guidance, at the point where vertical guidance begins		High
Conduct Precision Approach	Can maintain a stabilized final approach from the Final Approach Fix (FAF) to DA/DH allowing no more than ¼-scale deflection of either the vertical or lateral guidance indications and maintain the desired airspeed ±5 knots		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can immediately initiate the missed approach procedures if the required visual references for the runway are not distinctly visible and identifiable upon reaching the DA/DH.		High
Conduct Precision Approach	Can, upon reaching the DA/DH, perform a transition to a normal landing when the aircraft is in a position from which a descent to a landing on the runway can be made at a normal rate of descent using normal maneuvering		High
Conduct Precision Approach	Can use an MFD and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.		High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing failure to follow the correct approach procedure (e.g. descending below the glideslope, etc.).	High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing selecting an incorrect navigation frequency.	High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach.	High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing an unstable approach, including excessive descent rates.	High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing deteriorating weather conditions on approach.	High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing continuing to descend below the Decision Altitude (DA)/Decision Height (DH) when the required visual references are not visible.	High
Conduct Precision Approach			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can perform appropriate normal and non-normal procedures including crew duties, monitoring assignments, transfer of control during normal operations, appropriate automatic or crew-initiated call-outs, proper use of standard or special IAPs, applicable minima for normal configurations or for alternate or failure configurations, and reversion to higher minima in the event of failures		High
Conduct Precision Approach			High
Conduct Precision Approach	Can perform procedures to address the transition from electronic monitoring displays to external visual references for both PF and PM for systems that include such displays.		High
Conduct Precision Approach			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can appreciate constraints for head winds, tail winds, crosswinds, and the effect of vertical and horizontal wind shear on automatic systems, flight directors (F/D), or other system (e.g., HUD, SVGS, etc.) performance. For systems such as HUDs that have a limited field of view (FOV), or synthetic reference systems, pilots should be familiar with the display limitations of these systems and expected pilot actions in the event that the aircraft reaches or exceeds a display limit capability.	High
Conduct Precision Approach	Can execute types of instrument procedures approved for the air carrier (standard and special, lowest straight-in, or circling minima, if applicable); according to the operators manuals, charts and checklists, on the aircraft type, model and series flown.		High
Conduct Precision Approach	Can use flight guidance and/or visual system(s) and their corresponding category(s) of minima for each authorized system;		High
Conduct Precision Approach	Can use NAVAID(s) and visual aids used (LVO/SMGCS lighting if applicable);		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can apply Flightcrew procedures used (e.g., PF/PM duties, monitored approach, or call-outs);		High
Conduct Precision Approach		Can demonstrate familiarization with airport and runway characteristics typically experienced;	High
Conduct Precision Approach			High
Conduct Precision Approach	Can perform relevant normal, non-normal, and environmental conditions. Training and evaluation need only be conducted using relevant and representative procedures and conditions (e.g., a representative mix of day, night, dusk, variable/patchy conditions, representative temperatures, landing runway altitudes, precipitation conditions, turbulence, and icing conditions); and		High
Conduct Precision Approach	Can respond appropriately to aircraft and ground system failures.		High
Conduct Recovery From Unusual Flight Attitudes			High
Conduct Recovery From Unusual Flight Attitudes			High
Conduct Recovery From Unusual Flight Attitudes			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Recovery From Unusual Flight Attitudes			High
Conduct Recovery From Unusual Flight Attitudes	Can use instrument cross-check and interpretation to identify a nose low unusual attitude		High
Conduct Recovery From Unusual Flight Attitudes	Can use instrument cross-check and interpretation to identify a nose high unusual attitude		High
Conduct Recovery From Unusual Flight Attitudes	Can apply the appropriate pitch, bank, and power corrections, in the correct sequence, to return to a stabilized level flight attitude		High
Conduct Recovery From Unusual Flight Attitudes		Can identify, assess, and manage risks, encompassing situations that could lead to loss of control or unusual flight attitudes (e.g., stress, task saturation, and distractions).	High
Conduct Recovery From Unusual Flight Attitudes		Can identify, assess, and manage risks, encompassing exceeding the operating envelope during the recovery	High
Conduct Recovery From Unusual Flight Attitudes		Can identify, assess, and manage risks, encompassing failure to recognize an unusual flight attitude and follow the proper recover procedure	High
Conduct Recovery From Unusual Flight Attitudes		Can identify, assess, and manage risks, encompassing exceeding the operating envelope during the recovery	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can verify currency and integrity of aircraft navigation data		High
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can obtain a receiver autonomous integrity monitoring (RAIM) prediction for the planned RNP operation		High
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can verify successful completion of RNP system self-tests;		High
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can perform initialization navigation system position		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can perform retrieval of an RNP procedure (e.g., Standard Instrument Departure (SID) or a Standard Terminal Arrival (STAR) with appropriate transition)		High
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can execute an RNP procedure (e.g., Standard Instrument Departure (SID) or a Standard Terminal Arrival (STAR) with appropriate transition)		High
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can perform adherence to speed and/or altitude constraints associated with RNP operations		High
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can select the appropriate STAR or SID for the active runway in use and be familiar with procedures to deal with a runway change		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can verify waypoints and flight plan programming;		High
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can perform a manual or automatic runway update (with takeoff point shift for Inertial Reference Units (IRU) only);		High
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can perform flying direct to a waypoint		High
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can perform flying a course/track to a waypoint		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can perform interception of a course/track		High
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can perform flying vectors, and rejoining an RNP route/procedure from the 'heading' mode;		High
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can perform selecting/arming the navigation system for an ILS or GLS transition		High
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can perform insertion and deletion of a route discontinuity;		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can perform removal and reselection of a navigation sensor input;		High
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can confirm exclusion of a specific navigation aid or navigation aid type (distance measuring equipment (DME) and very high frequency omni-directional range (VOR) only);		High
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can perform changing of the arrival airport and alternate airport		High
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can verify the RNP value set in the flight management system (FMS) matches the equipment capability and authorizations as annotated in the flight plan		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can perform parallel offset function if capability exists		High
Conduct Steep Turns			High
Conduct Steep Turns			High
Conduct Steep Turns			High
Conduct Steep Turns			High
Conduct Steep Turns			High
Conduct Steep Turns			High
Conduct Steep Turns	Can maintain the manufacturer's recommended airspeed; or if one is not available, an airspeed not to exceed VA		High
Conduct Steep Turns	Can maintain at least a 45° bank solely by reference to instruments and make a coordinated steep turn of at least 180°		High
Conduct Steep Turns	Can perform reversal of direction and establish at least a 45° bank solely by reference to instruments and make a coordinated steep turn of at least 180°		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Steep Turns	Can perform smooth pitch, bank, and power adjustments as needed		High
Conduct Steep Turns	Can maintain the entry altitude ±100 feet, airspeed ±10 knots, bank ±5°, and roll out on the specified heading, ±10°		High
Conduct Steep Turns	Can maintain avoidance of any indications of impending stall, abnormal flight attitude, or exceedance of any structural or operating limitation		High
Conduct Steep Turns		Can identify, assess, and manage risks, encompassing spatial disorientation when conducting a steep turn while flying by reference to instruments	High
Conduct Steep Turns		Can identify, assess, and manage risks, encompassing failure to maintain coordinated flight	High
Conduct Steep Turns		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management	High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi			High
Conduct Taxi	Can record taxi instructions, respond to taxi clearances, and review taxi routes on the airport diagram.		High
Conduct Taxi	Can use an airport diagram or taxi chart during taxi		High
Conduct Taxi	Can comply with ATC clearances and instructions and observe all runway hold lines, ILS critical areas, beacons, and other airport/taxiway markings and lighting		High
Conduct Taxi	Can coordinate with crew, if applicable, and complete the appropriate checklist(s) prior to and during taxi		High
Conduct Taxi	Can maintain situational awareness during taxi		High
Conduct Taxi	Can maintain correct and positive airplane control, proper speed, appropriate use of wheel brakes and reverse thrust		High
Conduct Taxi	Can maintain separation between other aircraft, vehicles, and persons to avoid an incursion/incident/accident		High
Conduct Taxi	Can use aircraft exterior lighting for day and night operations		High
Conduct Taxi		Can identify, assess, and manage risks, encompassing inappropriate activities and distractions	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can identify, assess, and manage risks, encompassing confirmation or expectation bias as related to taxi instructions	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing a taxi route or departure runway change	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing low visibility taxi operations	High
Conduct Taxi	Low visibility taxi and ground operations should be trained to the extent practical and beneficial. Such training should address operations at typical airports or alternately, at airports frequently experiencing low-visibility conditions, complex airports on the operator's route system, airports with particular low visibility ground movement difficulties, or rarely used but significant contingency airports, as determined appropriate by the operator.		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	perform either PF or PM duties, unless otherwise limited by the operator's policies or aircraft characteristics (e.g., single HUD).		High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi	Can apply use of the airport diagram after receiving a clearance, and confirms and verbalizes the assigned runway and taxi route, including any instructions to hold short of, or cross, a runway. If there is any doubt, speaks up and resolve the uncertainty before taxi		High
Conduct Taxi			High
Conduct Taxi	Can use airport diagram to follow progress of the taxi operation		High
Conduct Taxi	Can execute bringing the aircraft to a complete stop, or be in a phase of taxiing that has no risk of a runway incursion before continuing with operational duties and checklists		High
Conduct Taxi	Can execute turning on the rotating beacon whenever an engine is running		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can execute turning on navigation, position, anti-collision, and logo lights, if available, to signal intent to other pilots prior to commencing taxi		High
Conduct Taxi	Can execute turning on the taxi light when the aircraft is moving or intending to move on the ground, and turning it off when stopped or yielding or as a consideration to other pilots or ground personnel		High
Conduct Taxi	Can execute illuminating all lights when crossing a runway when appropriate		High
Conduct Taxi		Can conduct a briefing on the timing and execution of aircraft checklists and company communications at the appropriate times and locations, ensuring the pilot who is not taxiing the aircraft can be available to participate in verbal coordination with the pilot who is taxiing the aircraft	High
Conduct Taxi		Can consider the anticipated duration of the taxi operation, the locations of hot spots/complex intersections and runway crossings, and the visibility along the taxi route when briefing tasks or accomplishing checklists	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can manage pilot workload and heads-down time during taxi by conducting predeparture checklists, including setting the takeoff flap setting, when the aircraft is stopped or while taxiing straight ahead on a taxiway without complex intersections and hot spots	High
Conduct Taxi		Can maintain a sterile cockpit during taxi operations	High
Conduct Taxi		Can manage the risk of expectation bias, and follow the clearance or instructions that are actually received, and not the ones they expected to receive.	High
Conduct Taxi		Can be alert to ATC instructions to hold short of an ILS critical area holding line.	High
Conduct Taxi		Can monitor the aircraft's progress on the airport diagram to ensure that the pilot taxiing the aircraft is following the instructions received from the ATC while maintaining outside vigilance	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can respond to all hold short instructions, and verifies with other crew members or ATC to ensure agreement and understanding	High
Conduct Taxi		Can comply with hold short or crossing clearance when approaching an entrance to a runway.	High
Conduct Taxi		Can explain or demonstrate proper actions if the crew becomes disoriented: never stop on a runway, and initiate communications with ATC to regain orientation.	High
Conduct Taxi		Can demonstrate vigilance when instructed to taxi and “Line Up and Wait”. Turns Traffic Alert and Collision Avoidance System (TCAS)/traffic advisory systems (TAS) on in order obtain awareness of any aircraft that may be landing on your runway.	High
Conduct Taxi		Can determine whether or not to accept last-minute turnoff instructions from ATC, refusing such clearance unless the crew clearly understands the instructions and are certain that they can safely comply.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can resolve all misunderstandings or disagreements regarding taxi clearance to the satisfaction of all flightcrew members before taxiing the aircraft.	High
Conduct Taxi		Can coordinate with other flightcrew member(s) if stopping and resuming the monitoring of the ATC frequency, for example when it becomes necessary for a flightcrew member to stop monitoring any ATC frequency to prepare the aircraft for takeoff or landing.	High
Conduct Taxi		Can assess any upcoming hold short instructions or clearances that could be misinterpreted prior to stopping and after resuming monitoring of the taxi. An example may include: "I'm heads-down, right turn ahead at Alpha," or "I'm back, any changes?"	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can appreciate that time away from monitoring ATC should be avoided with complex taxi routing or crossing of runways. Any instructions or information received or transmitted during that flightcrew member's absence from the ATC frequency should be reviewed and confirmed upon his or her return.	High
Conduct Taxi		Can coordinate verbally at complex intersections to be sure that: the intersection is correctly identified and confirmed using the airport diagram and the heading indicator	High
Conduct Taxi		Can state "approaching (specific runway number) hold short line. Before crossing any hold short line, the flightcrew should visually scan to the left and to the right, including the full length of the runway and its approach paths, and coordinate verbally (e.g., "clear right/left" or that the scan area is not clear).	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can coordinate verbally and agree on the runway assigned by ATC, the upcoming assigned exit, and any restrictions, such as hold short points of an intersecting runway and the aircraft's parking area after landing	High
Conduct Taxi		Can consider any adverse effects to safety that illuminating the forward-facing lights will have on the vision of other pilots or ground personnel during runway crossings, and adjust operation accordingly	High
Conduct Taxi			High
Conduct use of FMS	Can verify currency of aircraft navigation data.		High
Conduct use of FMS	Can verify successful completion of RNAV system self-tests		High
Conduct use of FMS	Can execute initialization of RNAV system position		High
Conduct use of FMS	Can execute retrieval and flying of a DP or STAR with appropriate transition		High
Conduct use of FMS	Can comply with speed and/or altitude constraints associated with a DP or STAR.		High
Conduct use of FMS	Can execute making a runway change associated with a DP or STAR		High
Conduct use of FMS	Can verify waypoints and flight plan programming		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of FMS	Can perform a manual or automatic runway update (with takeoff point shift, if applicable)		High
Conduct use of FMS	Can perform flying direct to a waypoint		High
Conduct use of FMS	Can perform flying a course/track to a waypoint.		High
Conduct use of FMS	Can perform interception of a course/track		High
Conduct use of FMS	Can comply with a vectored off and execute rejoining a procedure.		High
Conduct use of FMS	Can determine cross-track error/deviation		High
Conduct use of FMS	Can execute insertion and deletion of a route discontinuity		High
Conduct use of FMS	Can execute removal and reselection of navigation sensor inputs.		High
Conduct use of FMS	Can confirm exclusion of a specific navigation aid or navigation aid type.		High
Conduct use of FMS	Can execute insertion and deletion of a lateral offset		High
Conduct use of FMS	Can execute a change of the arrival airport and alternate airport		High
Conduct use of FMS	Can execute insertion and delete a holding pattern		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of FMS		Can manage the risk of errors when receiving a change to assigned routing by ensuring the waypoints sequence depicted by their navigation system matches the route depicted on the appropriate chart(s) and their assigned route	High
Conduct use of FMS	Can perform use of the automatic throttle, flight management computer, or other speed management system, if applicable.		High

7.2 Course 2 – SIM 2 Learning Objectives

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Circling Approach			High
Conduct Circling Approach	Can comply with the circling approach procedure considering turbulence, windshear, and the maneuvering capability and approach category of the aircraft.		High
Conduct Circling Approach	Can confirm the direction of traffic and adhere to all restrictions and instructions issued by ATC .		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Circling Approach	Can perform establishing the correct approach and landing configuration		High
Conduct Circling Approach	Can maintain a stabilized approach and a descent rate that ensures arrival at the MDA, or the preselected circling altitude above the MDA, prior to the missed approach point.		High
Conduct Circling Approach	Can maintain airspeed ±5 knots, desired heading/track ±5°, and altitude +100/-0 feet until descending below the MDA or the preselected circling altitude above the MDA.		High
Conduct Circling Approach	Can perform visually maneuvering to a base or downwind leg appropriate for the landing runway and environmental conditions.		High
Conduct Circling Approach	Can perform a turn in the appropriate direction using the correct procedure and execute configuring the airplane if a missed approach occurs		High
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing failure to follow prescribed circling approach procedures.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing executing a circling approach at night or with marginal visibility.	High
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing losing visual contact with an identifiable part of the airport.	High
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	High
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing failure to maintain an appropriate altitude or airspeed while circling.	High
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing executing an improper missed approach after the MAP while circling.	High
Conduct Emergency Procedure - Decompression			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Decompression			High
Conduct Emergency Procedure - Decompression	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High
Conduct Emergency Procedure - Decompression		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High
Conduct Emergency Procedure - Decompression		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	High
Conduct Emergency Procedure - Decompression		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High
Conduct Emergency Procedure - Decompression		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - EGPWS escape maneuver	Can coordinate with crew and execute the appropriate checklist(s) in a timely manner		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - EGPWS escape maneuver	Can perform communication with ATC as appropriate for the situation.		High
Conduct Emergency Procedure - EGPWS escape maneuver		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High
Conduct Emergency Procedure - EGPWS escape maneuver		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	High
Conduct Emergency Procedure - EGPWS escape maneuver		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High
Conduct Emergency Procedure - EGPWS escape maneuver		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Emergency Descent			High
Conduct Emergency Procedure - Emergency Descent			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Emergency Descent	Can coordinate with crew and execute the appropriate checklist(s) in a timely manner		High
Conduct Emergency Procedure - Emergency Descent	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High
Conduct Emergency Procedure - Emergency Descent		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High
Conduct Emergency Procedure - Emergency Descent		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	High
Conduct Emergency Procedure - Emergency Descent		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High
Conduct Emergency Procedure - Emergency Descent		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart			High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can recognize and correctly identify powerplant failure, execute memory items, and maintain positive airplane control.		High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can coordinate with crew and execute the appropriate emergency procedures and checklist(s) for propeller feathering or powerplant shutdown.		High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can use flight controls in the proper combination as recommended by the manufacturer to maintain best performance and trim as required		High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can determine the cause for the powerplant failure and assess if a restart is a viable option.		High
Conduct Emergency Procedure - Inflight Powerplant	Can maintain the operating powerplant(s) within acceptable operating limits.		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	MOTOR SKILL LEARNING OBJECTIVES	ATTITUDE LEARNING OBJECTIVES	TASK EXPECTATION RATING
Failure and Restart			
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can maintain airspeed ±10 knots, specified heading ±10° and altitude ±100 feet as specified		High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can assess powerplant restart and, if appropriate, demonstrate the powerplant restart procedures in accordance with the manufacturer or operator specified procedures and checklists.		High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can select the nearest suitable airport or landing area.		High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can perform communication with ATC as appropriate for the situation.		High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure during flight.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing failure to follow checklist procedures for a powerplant failure or a powerplant restart.	High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing incorrect diagnosis of the cause of the powerplant failure.	High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing improper airplane configuration.	High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing factors and situations that could lead to an inadvertent stall, spin, and loss of control with an inflight powerplant failure.	High
Conduct Emergency Procedure - Inflight Powerplant		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Failure and Restart		improper task management.	
Conduct Holding			High
Conduct Holding			High
Conduct Holding			High
Conduct Holding			High
Conduct Holding	Can identify instrument navigation aids associated with the assigned hold.		High
Conduct Holding	Can apply the appropriate entry procedure for a standard, nonstandard, published, or non-published holding pattern.		High
Conduct Holding	Can change to the appropriate holding airspeed for the airplane and holding altitude to cross the holding fix at or below maximum holding airspeed		High
Conduct Holding	Can comply with the holding pattern leg length and other restrictions, if applicable, associated with the holding pattern.		High
Conduct Holding	Can comply with ATC reporting requirements.		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding	Can use proper wind correction procedures to maintain the desired pattern and to arrive over the fix as close as possible to a specified time.		High
Conduct Holding	Can maintain the airspeed ±10 knots, altitude ±100 feet, headings ±10°, and accurately track a selected course, radial, or bearing.		High
Conduct Holding	Can use automation to include autopilot, flight director controls, and navigation displays associated with the assigned hold.		High
Conduct Holding	Can calculate fuel reserve calculations based on EFC times.		High
Conduct Holding		Can identify, assess, and manage risks, encompassing recalculating fuel reserves if assigned an unanticipated EFC time.	High
Conduct Holding		Can identify, assess, and manage risks, encompassing scenarios and circumstances that could result in minimum fuel or the need to declare an emergency.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding		Can describe scenarios that could lead to holding, including deteriorating weather at the planned destination.	High
Conduct Holding		Can identify, assess, and manage risks, encompassing improper holding entry and improper wind correction while holding.	High
Conduct Holding		Can identify, assess, and manage risks, encompassing holding while in icing conditions.	High
Conduct Holding		Can identify, assess, and manage risks, encompassing improper automation management.	High
Conduct Landing From a Circling Approach			High
Conduct Landing From a Circling Approach			High
Conduct Landing From a Circling Approach	Can maintain the airport environment in sight and remain within the circling approach radius applicable to the approach category to a position from which a stabilized descent to landing can be made.		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach	Can comply with all ATC advisories, such as NOTAMs, windshear, wake turbulence, runway surface, braking conditions, and other operational considerations.		High
Conduct Landing From a Circling Approach	Can perform alignment of the airplane for a normal landing on the selected runway without excessive maneuvering and without exceeding the normal operating limits of the airplane. The angle of bank should not exceed 30°.		High
Conduct Landing From a Circling Approach	Can perform smooth, timely, and correct control application throughout the circling maneuver and maintain appropriate airspeed, ±5 knots. If applicable, maintain altitude +100/−0 feet, and desired heading/track, ±5°.		High
Conduct Landing From a Circling Approach	Can confirm the airplane is configured for landing.		High
Conduct Landing From a Circling Approach	Can scan the landing runway and adjoining area for traffic and obstructions		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach	Can execute touch down at the appropriate speed and pitch attitude at the runway aiming point markings, -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High
Conduct Landing From a Circling Approach	Can maintain positive aircraft control throughout the landing using drag and braking devices, as appropriate, to come to a stop.		High
Conduct Landing From a Circling Approach	Can demonstrate SRM or CRM, as appropriate.		High
Conduct Landing From a Circling Approach	Can apply runway incursion avoidance procedures.		High
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing landing from a circling approach	High
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing selection of an approach procedure and runway based on pilot capability, aircraft limitations, available distance, surface conditions, and wind.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing wake turbulence.	High
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for missed approach	High
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for land and hold short operations (LAHSO)	High
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for distractions, loss of situational awareness, or improper task management.	High
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for attempting to land from an unstable approach.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing from a No Flap or Nonstandard Flap Approach			High
Conduct Landing from a No Flap or Nonstandard Flap Approach			High
Conduct Landing from a No Flap or Nonstandard Flap Approach			High
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can recognize the malfunction.		High
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can coordinate with crew, if applicable, and complete applicable checklist(s) for the malfunction, approach, and landing.		High
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can coordinate with ATC as needed and select an airport/runway with sufficient length for landing.		High
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can calculate the correct airspeeds/V-speeds for approach and landing.		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can perform establishing the recommended approach and landing configuration and airspeed, and adjust pitch attitude and power as required to maintain a stabilized approach.		High
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can select a suitable touchdown point considering wind, landing surface, and obstructions.		High
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can perform smooth, timely, and correct control application before, during, and after touchdown.		High
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can execute touch down at the appropriate speed and pitch attitude at the runway aiming point markings, -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can maintain positive aircraft control throughout the landing using drag and braking devices, as appropriate, to come to a stop.		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing from a No Flap or Nonstandard Flap Approach		Can identify, assess, and manage risks, encompassing hazards associated with a no flap or nonstandard flap approach and landing to include an asymmetrical flap situation.	High
Conduct Landing from a No Flap or Nonstandard Flap Approach		Can identify, assess, and manage risks, encompassing selection of a runway based on pilot capability, aircraft limitations, available distance, surface conditions, and wind.	High
Conduct Landing from a No Flap or Nonstandard Flap Approach		Can identify, assess, and manage risks, encompassing wake turbulence.	High
Conduct Landing from a No Flap or Nonstandard Flap Approach		Can identify, assess, and manage risks, encompassing go-around/rejected landing.	High
Conduct Landing from a No Flap or Nonstandard Flap Approach		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High
Conduct Landing from a No Flap or Nonstandard Flap Approach		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing from a No Flap or Nonstandard Flap Approach		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can perform non-normal configuration approaches and landings in instrument conditions. For these approaches, the simulated weather minima may be above, or well above, the lowest minima authorized. Minima should be at levels that might typically be experienced in line operations for a landing with the non-normal condition used. During these approaches, representative autoflight, instrument, and aircraft system configurations or combinations of configurations should be demonstrated (e.g., F/D, autopilot, HUD, vision systems, autothrottles, raw data, and inoperative electrical or hydraulic components).		High
Conduct Missed Approach			High
Conduct Missed Approach			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach			High
Conduct Missed Approach	Can apply the appropriate power setting for the flight condition and establish a pitch attitude necessary to obtain the desired performance.		High
Conduct Missed Approach	Can perform retraction of the wing flaps/drag devices and landing gear, if appropriate, in the correct sequence and at a safe altitude, and initiate a positive rate of climb at the appropriate airspeed/V- speed, ±5 knots.		High
Conduct Missed Approach	Can coordinate with crew and execute the appropriate procedures and checklist(s) in a timely manner.		High
Conduct Missed Approach	Can comply with the published or alternate missed approach procedure.		High
Conduct Missed Approach	Can coordinate with ATC if unable to comply with a clearance, restriction, or climb gradient.		High
Conduct Missed Approach	Can maintain the heading, course, or bearing ±5°, and altitude(s) ±100 feet during the missed approach procedure.		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach	Can use an MFD and other graphical navigation displays, if installed, to monitor position and track to help navigate the missed approach.		High
Conduct Missed Approach	Can demonstrate effective CRM		High
Conduct Missed Approach	Can execute re-engagement of the autopilot at appropriate times during the missed approach procedure.		High
Conduct Missed Approach	Can obtain ATC clearance to attempt another approach, proceed to the alternate airport, holding fix, or other clearance limit, as appropriate, or as directed by the evaluator.		High
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to follow prescribed procedures.	High
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing holding, diverting, or electing to fly the approach again.	High
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing factors that might lead to executing a missed approach procedure before the MAP or to a go-around below DA/MDA.	High
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	High
Conduct Missed Approach	Can execute a missed approach from the MDA, DA/DH, or AH.		High
Conduct Missed Approach	Can execute a missed approach from a low altitude that could result in a touchdown during go-around (balked or rejected landing).		High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach		Can appreciate that there are environments in which using CDFA technique is not advisable or practical, for example airports that do not offer straight in non precision approaches.	High
Conduct Nonprecision Approach			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach	Can perform the nonprecision instrument approaches selected by the instructor/evaluator		High
Conduct Nonprecision Approach	Can initiate two-way communications with ATC appropriate for the phase of flight or approach segment, and use proper communication phraseology.		High
Conduct Nonprecision Approach	Can execute selection, tuning, identification, and confirmation the operational status of navigation equipment to be used for the approach.		High
Conduct Nonprecision Approach	Can Comply with all clearances issued by ATC .		High
Conduct Nonprecision Approach	Can recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can coordinate with ATC if unable to comply with a clearance.		High
Conduct Nonprecision Approach	Can maintain the appropriate airplane configuration and airspeed considering meteorological and operating conditions.		High
Conduct Nonprecision Approach	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		High
Conduct Nonprecision Approach	Can assess NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment and adjust the published MDA and visibility criteria for the aircraft approach category		High
Conduct Nonprecision Approach	Can maintain a stabilized descent to the appropriate altitude.		High
Conduct Nonprecision Approach	Can maintain no more than ¼ scale CDI deflection, airspeed ±5 knots of selected value, and altitude above MDA +50/-0 feet (to the VDP or MAP) during the final approach segment		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can execute the missed approach procedure if the required visual references are not distinctly visible and identifiable at the appropriate point or altitude for the approach profile, or execute a normal landing from a straight-in or circling approach.		High
Conduct Nonprecision Approach	Can use a Multi-Function Display (MFD) and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.		High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to follow the correct approach procedure (e.g., descending too early, etc.).	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Selecting an incorrect navigation frequency.	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to manage automated navigation and auto flight systems.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to ensure proper airplane configuration during an approach and missed approach.	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing An unstable approach, including excessive descent rates.	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Deteriorating weather conditions on approach.	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Operating below the minimum descent altitude (MDA) or continuing a descent below decision altitude (DA) without proper visual references.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Stall Prevention and Recovery Scenario per AC120-109A	Can execute Scenario-Based Training (SBT). The goal of SBT is to develop decision-making skills relating to stall prevention and recovery during Line-Oriented Flight Training (LOFT). Emphasis should be placed on preventing conditions that may lead to a stall event. SBT would normally be used after a pilot demonstrates proficiency in maneuver-based training and during advanced stages of training, such as upgrade training and recurrent training.(1) Scenarios. When possible, scenarios should include accident, incident, ASAP, FOQA, and/or ASRS data to provide realistic opportunities to see how threat situations may develop and how they should be managed during line operations. Sample SBT lesson plans are provided in Appendix 3.(2) Briefing. Pilots should not normally be briefed that they are receiving SBT. Theconcept is line-oriented flying, which allows the pilots to recognize and manage the expected or unexpected stall threats as they develop during normal operations. However, situations may arise where pilots exhibit excellent stall prevention skills and initiate a recovery prior to the complete unfolding of a scenario. That is the desired objective. In those instances, the instructor has the discretion whether to repeat the scenario and then showing and discussing how the many cues typically cascade		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
	as the event progresses. Such explanations can reinforce a pilot's knowledge and allow sharpening of awareness and prevention skills.		

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Stall Prevention and Recovery Scenario per AC120-109A	Can appreciate USING SURPRISE IN TRAINING. Surprise has been a factor in stall incidents and accidents. Although it may be difficult to create surprise in the training environment, if achieved, surprise events may provide a powerful lesson for the crew. The goal of using surprise in training is to provide the crew with a surprise experience to reinforce timely application of the effective recovery technique under potentially confusing circumstances. Considerable care should be used in surprise training to avoid a negative learning experience. Surprise should not be used during checking. Stall prevention training should incorporate event conditions and variables typical of an unintentional stall that are likely to result in surprise due to the unexpected stall development, presentation, and behavior.		High
Conduct Stall Prevention and Recovery Scenario per AC120-109A			High
Conduct Stall Prevention and Recovery Scenario per AC120-109A	Can conduct an impending stall recovery with only idle thrust available. See Appendix 2, Demonstration 1 for details.		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Stall Prevention and Recovery Scenario per AC120-109A	Can conduct a clean configuration stall prevention (high altitude) scenario. See Appendix 3, Scenario 1 for details.		High
Conduct Stall Prevention and Recovery Scenario per AC120-109A	Can conduct a takeoff configuration stall prevention scenario. See Appendix 3, Scenario 2 for details.		High
Conduct Stall Prevention and Recovery Scenario per AC120-109A	Can conduct a landing configuration stall prevention scenario. See Appendix 3, Scenario 3 for details.		High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi	Can record taxi instructions, respond to taxi clearances, and review taxi routes on the airport diagram.		High
Conduct Taxi	Can use an airport diagram or taxi chart during taxi		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can comply with ATC clearances and instructions and observe all runway hold lines, ILS critical areas, beacons, and other airport/taxiway markings and lighting		High
Conduct Taxi	Can coordinate with crew, if applicable, and complete the appropriate checklist(s) prior to and during taxi		High
Conduct Taxi	Can maintain situational awareness during taxi		High
Conduct Taxi	Can maintain correct and positive airplane control, proper speed, appropriate use of wheel brakes and reverse thrust		High
Conduct Taxi	Can maintain separation between other aircraft, vehicles, and persons to avoid an incursion/incident/accident		High
Conduct Taxi	Can use aircraft exterior lighting for day and night operations		High
Conduct Taxi		Can identify, assess, and manage risks, encompassing inappropriate activities and distractions	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing confirmation or expectation bias as related to taxi instructions	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can identify, assess, and manage risks, encompassing a taxi route or departure runway change	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing low visibility taxi operations	High
Conduct Taxi	Low visibility taxi and ground operations should be trained to the extent practical and beneficial. Such training should address operations at typical airports or alternately, at airports frequently experiencing low-visibility conditions, complex airports on the operator's route system, airports with particular low visibility ground movement difficulties, or rarely used but significant contingency airports, as determined appropriate by the operator.		High
Conduct Taxi	perform either PF or PM duties, unless otherwise limited by the operator's policies or aircraft characteristics (e.g., single HUD).		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi	Can apply use of the airport diagram after receiving a clearance, and confirms and verbalizes the assigned runway and taxi route, including any instructions to hold short of, or cross, a runway. If there is any doubt, speaks up and resolve the uncertainty before taxi		High
Conduct Taxi			High
Conduct Taxi	Can use airport diagram to follow progress of the taxi operation		High
Conduct Taxi	Can execute bringing the aircraft to a complete stop, or be in a phase of taxiing that has no risk of a runway incursion before continuing with operational duties and checklists		High
Conduct Taxi	Can execute turning on the rotating beacon whenever an engine is running		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can execute turning on navigation, position, anti-collision, and logo lights, if available, to signal intent to other pilots prior to commencing taxi		High
Conduct Taxi	Can execute turning on the taxi light when the aircraft is moving or intending to move on the ground, and turning it off when stopped or yielding or as a consideration to other pilots or ground personnel		High
Conduct Taxi	Can execute illuminating all lights when crossing a runway when appropriate		High
Conduct Taxi		Can conduct a briefing on the timing and execution of aircraft checklists and company communications at the appropriate times and locations, ensuring the pilot who is not taxiing the aircraft can be available to participate in verbal coordination with the pilot who is taxiing the aircraft	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can consider the anticipated duration of the taxi operation, the locations of hot spots/complex intersections and runway crossings, and the visibility along the taxi route when briefing tasks or accomplishing checklists	High
Conduct Taxi		Can manage pilot workload and heads-down time during taxi by conducting predeparture checklists, including setting the takeoff flap setting, when the aircraft is stopped or while taxiing straight ahead on a taxiway without complex intersections and hot spots	High
Conduct Taxi		Can maintain a sterile cockpit during taxi operations	High
Conduct Taxi		Can manage the risk of expectation bias, and follow the clearance or instructions that are actually received, and not the ones they expected to receive.	High
Conduct Taxi		Can be alert to ATC instructions to hold short of an ILS critical area holding line.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can monitor the aircraft's progress on the airport diagram to ensure that the pilot taxiing the aircraft is following the instructions received from the ATC while maintaining outside vigilance	High
Conduct Taxi		Can respond to all hold short instructions, and verifies with other crew members or ATC to ensure agreement and understanding	High
Conduct Taxi		Can comply with hold short or crossing clearance when approaching an entrance to a runway.	High
Conduct Taxi		Can explain or demonstrate proper actions if the crew becomes disoriented: never stop on a runway, and initiate communications with ATC to regain orientation.	High
Conduct Taxi		Can demonstrate vigilance when instructed to taxi and "Line Up and Wait". Turns Traffic Alert and Collision Avoidance System (TCAS)/traffic advisory systems (TAS) on in order obtain awareness of any aircraft that may be landing on your runway.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can determine whether or not to accept last-minute turnoff instructions from ATC, refusing such clearance unless the crew clearly understands the instructions and are certain that they can safely comply.	High
Conduct Taxi		Can resolve all misunderstandings or disagreements regarding taxi clearance to the satisfaction of all flightcrew members before taxiing the aircraft.	High
Conduct Taxi		Can coordinate with other flightcrew member(s) if stopping and resuming the monitoring of the ATC frequency, for example when it becomes necessary for a flightcrew member to stop monitoring any ATC frequency to prepare the aircraft for takeoff or landing.	High
Conduct Taxi		Can assess any upcoming hold short instructions or clearances that could be misinterpreted prior to stopping and after resuming monitoring of the taxi. An example may include: “I’m heads-down, right turn ahead at Alpha,” or “I’m back, any changes?”	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can appreciate that time away from monitoring ATC should be avoided with complex taxi routing or crossing of runways. Any instructions or information received or transmitted during that flightcrew member's absence from the ATC frequency should be reviewed and confirmed upon his or her return.	High
Conduct Taxi		Can coordinate verbally at complex intersections to be sure that: the intersection is correctly identified and confirmed using the airport diagram and the heading indicator	High
Conduct Taxi		Can state "approaching (specific runway number) hold short line. Before crossing any hold short line, the flightcrew should visually scan to the left and to the right, including the full length of the runway and its approach paths, and coordinate verbally (e.g., "clear right/left" or that the scan area is not clear).	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can coordinate verbally and agree on the runway assigned by ATC, the upcoming assigned exit, and any restrictions, such as hold short points of an intersecting runway and the aircraft's parking area after landing	High
Conduct Taxi		Can consider any adverse effects to safety that illuminating the forward-facing lights will have on the vision of other pilots or ground personnel during runway crossings, and adjust operation accordingly	High
Conduct Taxi			High
Conduct TCAS Resolution Advisory (RA)	Can respond to the RA with positive control inputs, when required, while the PM provides updates on the traffic location and cross-checks between the traffic display and monitors the response to the RA		High
Conduct TCAS Resolution Advisory (RA)	Can interpret the displayed information, and recognize the intruder causing the issuance of the RA (red square on display).		High
Conduct TCAS Resolution Advisory (RA)	Can respond to the corrective RA in the proper direction within 5 seconds of the RA being displayed		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Resolution Advisory (RA)	Can respond to a change in the initially displayed RA withing 2.5 seconds		High
Conduct TCAS Resolution Advisory (RA)	Can recognize and respond to altitude crossing RAs		High
Conduct TCAS Resolution Advisory (RA)	Can respond to preventive RAs by ensuring the VS needle remains outside the red area on the RA display.		High
Conduct TCAS Resolution Advisory (RA)	Can maintain vertical speed during "maintain rate" Ras		High
Conduct TCAS Resolution Advisory (RA)	Can recognize that a maintain rate RA may result in crossing through the intruder's altitude.		High
Conduct TCAS Resolution Advisory (RA)		Can appreciate that if a decision is made to not follow an RA, no changes in the existing VS are made in a direction opposite to the sense of the displayed RA. Pilots should be aware that if the intruder is also TCAS equipped, the decision to not follow an RA may result in a decrease in separation at CPA because of the intruder's RA response	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Resolution Advisory (RA)	Can execute a return towards the original clearance when the RA weakens, and when clear of conflict is annunciated, pilot executes a complete the return to the original clearance		High
Conduct TCAS Resolution Advisory (RA)		Can inform the controller of the RA as soon as time and workload permit, using the standard phraseology	High
Conduct TCAS Resolution Advisory (RA)	Can comply with an ATC clearance while responding to an RA when possible. (For example, if the aircraft can level at the assigned altitude while responding to a reduce climb or reduce descent RA, it should be done)		High
Conduct TCAS Resolution Advisory (RA)		Can appreciate that If pilots simultaneously receive instructions to maneuver from ATC and an RA that are in conflict, the pilot should follow the RA.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Resolution Advisory (RA)		Can appreciate that TCAS only considers intruders that it believes to be a threat when selecting an RA. As such, it is possible for TCAS to issue an RA against one intruder that results in a maneuver towards another intruder that is not classified as a threat. If the second intruder becomes a threat, the RA will be modified to provide separation from that intruder.	High
Conduct TCAS Resolution Advisory (RA)		Can appreciate the consequences of both responding to, and not responding to, an RA	High
Conduct TCAS Traffic Advisory (TA)		Can confirm that the aircraft they have visually acquired is that which has caused the TA to be issued	High
Conduct TCAS Traffic Advisory (TA)	Can use all information shown on the display, and interpret bearing and range of the intruder (amber circle), whether it is above or below (data tag), and its VS direction (trend arrow).		High
Conduct TCAS Traffic Advisory (TA)	Can use other available information is used to assist in visual acquisition. This includes ATC party-line information, traffic flow in use, etc.		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Traffic Advisory (TA)		Can appreciate that the PF should not maneuver the aircraft based solely on the information shown on the TCAS display. No attempt should be made to adjust the current flightpath in anticipation of what an RA would advise.	High
Conduct TCAS Traffic Advisory (TA)		Can appreciate the limitations of making maneuvers based solely on visual acquisition, especially at high altitude or without a definite horizon	High
Conduct TCAS Traffic Advisory (TA)		Can take account of traffic advisory while preparing for a potential resolution advisory (pilot flying)	High
Conduct TCAS Traffic Advisory (TA)		Can monitor traffic location shown on the TCAS display, using this information to help visually acquire the intruder.	High
Conduct Visual Approach (VFR Procedures)			High
Conduct Visual Approach (VFR Procedures)	Can conduct a visual approach.		High

7.3 Course 2 – SIM 3 Learning Objectives

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Airframe icing			High
Conduct Emergency Procedure - Airframe icing			High
Conduct Emergency Procedure - Airframe icing	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High
Conduct Emergency Procedure - Airframe icing		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High
Conduct Emergency Procedure - Airframe icing		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	High
Conduct Emergency Procedure - Airframe icing		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High
Conduct Emergency Procedure - Airframe icing		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure			High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure			High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure			High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can recognize and correctly identify powerplant failure, execute memory items, and maintain positive airplane control.		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can coordinate with crew, if applicable, and complete the appropriate emergency procedures and checklist(s) for simulated propeller feathering or simulated powerplant shutdown.		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can use flight controls in the proper combination as recommended by the manufacturer to maintain best performance and trim as required		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can maintain the operating powerplant(s) within acceptable operating limits.		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can perform establishing the recommended approach and landing configuration and airspeed, ±5 knots, and adjust pitch attitude and power as required to maintain a stabilized approach.		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can maintain directional control and appropriate crosswind correction throughout the approach and landing.		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can perform smooth, timely, and correct control application before, during, and after touchdown.		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can execute touch down at the appropriate speed and pitch attitude at the runway aiming point markings, -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can maintain positive aircraft control throughout the landing using drag and braking devices, as appropriate, to come to a stop.		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can coordinate with crew and execute after landing checklists(s).		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure inflight or during an approach.	High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing improper airplane configuration.	High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing performing a go-around/rejected landing with a powerplant failure.	High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can respond appropriately to engine failure prior to or during an approach.		High
Conduct Emergency Procedure - Emergency evacuation			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Emergency evacuation	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High
Conduct Emergency Procedure - Emergency evacuation		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High
Conduct Emergency Procedure - Emergency evacuation		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	High
Conduct Emergency Procedure - Emergency evacuation		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High
Conduct Emergency Procedure - Emergency evacuation		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Flight by reference to standby flight instruments, backup instrumentation, or partial panel			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Flight by reference to standby flight instruments, backup instrumentation, or partial panel	Can coordinate with crew and execute the appropriate checklist(s) in a timely manner		High
Conduct Emergency Procedure - Flight by reference to standby flight instruments, backup instrumentation, or partial panel	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High
Conduct Emergency Procedure - Flight by reference to standby flight instruments, backup instrumentation, or partial panel		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High
Conduct Emergency Procedure - Flight by reference to standby flight instruments, backup instrumentation, or partial panel		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Flight by reference to standby flight instruments, backup instrumentation, or partial panel		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High
Conduct Emergency Procedure - Flight by reference to standby flight instruments, backup instrumentation, or partial panel		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Inflight fire and smoke			High
Conduct Emergency Procedure - Inflight fire and smoke			High
Conduct Emergency Procedure - Inflight fire and smoke	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High
Conduct Emergency Procedure - Inflight fire and smoke		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High
Conduct Emergency Procedure -		Can identify, assess, and manage risks, encompassing multiple	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Inflight fire and smoke		failures or system abnormalities.	
Conduct Emergency Procedure - Inflight fire and smoke		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High
Conduct Emergency Procedure - Inflight fire and smoke		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can execute continued takeoff following failures including engine failure after V1, and any critical failures for the aircraft type that could lead to lateral asymmetry during the takeoff;		High
Conduct Emergency Procedure - Powerplant Failure During Second Segment			High
Conduct Emergency Procedure - Powerplant Failure During Second Segment			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can execute continued takeoff if the powerplant failure occurs at a point where the airplane can continue to a specified airspeed and altitude at the end of the runway commensurate with the airplane's performance capabilities and operating limitations		High
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can maintain the desired airspeed, ±5 knots after establishing a climb, and use flight controls in the proper combination as recommended by the manufacturer, to maintain best performance and trim		High
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can use flight controls in the proper combination as recommended by the manufacturer to maintain best performance and trim as required		High
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can maintain the appropriate heading, ±5°, when powerplant failure occurs		High
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can coordinate with crew and execute the appropriate checklist(s) following the powerplant failure.		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure during takeoff considering operational factors such as takeoff warning inhibit systems, runway/takeoff path length, surface conditions, environment, obstructions, and LAHSO operations.	High
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing failure to brief the plan for a powerplant failure during takeoff, in a crew environment.	High
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing failure to correctly identify the inoperative engine (AMEL, AMES).	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing inability to climb or maintain altitude with an inoperative powerplant (AMEL, AMES).	High
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can execute continued takeoff following failures including engine failure after V1, and any critical failures for the aircraft type that could lead to lateral asymmetry during the takeoff;		High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1			High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can execute continued takeoff if the powerplant failure occurs at a point where the airplane can continue to a specified airspeed and altitude at the end of the runway commensurate with the airplane's performance capabilities and operating limitations		High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can maintain the desired airspeed, ±5 knots after establishing a climb, and use flight controls in the proper combination as recommended by the manufacturer, to maintain best performance and trim		High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can use flight controls in the proper combination as recommended by the manufacturer to maintain best performance and trim as required		High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can maintain the appropriate heading, ±5°, when powerplant failure occurs		High
Conduct Emergency Procedure - Powerplant	Can coordinate with crew and execute the appropriate checklist(s) following the powerplant failure.		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Failure During Takeoff at V_1			
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure during takeoff considering operational factors such as takeoff warning inhibit systems, runway/takeoff path length, surface conditions, environment, obstructions, and LAHSO operations.	High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to brief the plan for a powerplant failure during takeoff, in a crew environment.	High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to correctly identify the inoperative engine (AMEL, AMES).	High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing inability to climb or maintain altitude with an inoperative powerplant (AMEL, AMES).	High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)			High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)			High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can recognize and correctly identify powerplant failure, execute memory items, and maintain positive airplane control.		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can coordinate with crew, if applicable, and complete the appropriate emergency procedures and checklist(s) for simulated propeller feathering or simulated powerplant shutdown.		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can use flight controls in the proper combination as recommended by the manufacturer to maintain best performance and trim as required		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain the operating powerplant(s) within acceptable operating limits.		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can perform radio calls as appropriate		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can assess and proceed toward the nearest suitable airport.		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can coordinate with crew and execute the approach and landing checklists(s).		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain the appropriate airplane configuration and airspeed considering meteorological and operating conditions.		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can assess NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment and adjust the published MDA and visibility criteria for the aircraft approach category		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can initiate and maintain a predetermined rate of descent which approximates that required for the aircraft to follow the vertical guidance, at the point where vertical guidance begins		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain a stabilized approach, adjusting pitch and power as required, allowing no more than ¼-scale deflection of either the vertical or lateral guidance indications.		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain a stabilized final approach from the FAF to the DA/DH allowing no more than ¼- scale deflection of either the vertical or lateral guidance indications and maintain the desired airspeed ±5 knots.		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain directional control and appropriate crosswind correction throughout the approach and landing or missed approach.		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can immediately execute the missed approach procedure if the required visual references for the runway are not distinctly visible and identifiable upon reaching the DA/DH,		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can execute a transition to a normal landing approach when the aircraft is in a position from which a descent to a landing on the runway can be made at a normal rate of descent using normal maneuvering upon reaching the DA/DH		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can perform smooth, timely, and correct control application before, during, and after touchdown or during the missed approach.		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure inflight or during an approach.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing improper airplane configuration.	High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing landing with a powerplant failure.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing missed approach with a powerplant failure.	High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing maneuvering in IMC with a powerplant failure.	High
Conduct Instrument Takeoff			High
Conduct Instrument Takeoff	Can coordinate with crew and execute the appropriate checklist(s) prior to takeoff in a timely manner		High
Conduct Instrument Takeoff	Can execute setting of the applicable avionics and flight instruments prior to initiating the takeoff		High
Conduct Instrument Takeoff	Can perform radio calls as appropriate		High
Conduct Instrument Takeoff	Can verify assigned/correct runway		High
Conduct Instrument Takeoff	Can perform clearing the arrival area and execute taxiing into takeoff position and align the airplane on the runway centerline		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can maintain centerline and proper flight control inputs during the takeoff roll		High
Conduct Instrument Takeoff	can confirm takeoff power and proper engine and flight instrument indications prior to rotation making callouts, as appropriate, for the airplane or per the operator's procedures		High
Conduct Instrument Takeoff	Can rotates and lift off at the recommended airspeed, establish the desired pitch attitude, and accelerate to the desired airspeed/ V-speed.		High
Conduct Instrument Takeoff	Can execute a smooth transition from visual meteorological conditions (VMC) to actual or simulated instrument meteorological conditions (IMC).		High
Conduct Instrument Takeoff	Can maintain desired heading ±5° and desired airspeeds ±5 knots.		High
Conduct Instrument Takeoff	Can comply with ATC clearances and instructions issued by ATC , as appropriate		High
Conduct Instrument Takeoff	Can execute appropriate after-takeoff checklist(s) in a timely manner		High
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing selection of a runway based on aircraft performance and limitations, available distance, surface conditions, lighting, and wind	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing wake turbulence	High
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for rejected takeoff	High
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for Engine failure in takeoff phase of flight with the ceiling or visibility below the minimums for an instrument approach at departure airport	High
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for Engine failure in climb phase of flight with the ceiling or visibility below the minimums for an instrument approach at departure airport	High
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for low altitude maneuvering including stall, spin, or CFIT	High
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for distractions, loss of situational awareness, or improper task management.	High
Conduct Instrument Takeoff			High
Conduct Instrument Takeoff	Can perform applicable procedures during takeoff to address the transition from visual flight to instrument flight for both the pilot flying (PF) and pilot monitoring (PM), to include the use and limitations of any flight guidance or visual systems in use.		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can demonstrate familiarization with operator's policies and procedures concerning constraints applicable to AWO takeoffs and landings on contaminated or cluttered runways. Limits should be noted for use of wet or icy runways as far as directional control or stopping performance is concerned, and flight crews should be familiar with appropriate constraints related to braking reports and the obscuration of appropriate lighting or markings. Refer to AC 91-79 for detailed information on runway contaminants and condition reporting.	High
Conduct Instrument Takeoff	Can execute normal takeoff at lowest applicable minima;		High
Conduct Instrument Takeoff	Can perform takeoff with failure of the flight guidance device or ground-based guidance system, at a critical point of the takeoff, unless these systems have failure characteristics that are extremely improbable.		High
Conduct Landing From a Precision Approach			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			High
Conduct Landing From a Precision Approach	Can maintain the desired airspeed, ±5 knots, and vertical and lateral guidance within ¼-scale deflection of the indicators during the descent from DA/DH to a point where visual maneuvering is used to accomplish a normal landing.		High
Conduct Landing From a Precision Approach	Can comply with all ATC advisories, such as NOTAMs, windshear, wake turbulence, runway surface, braking conditions, and other operational considerations.		High
Conduct Landing From a Precision Approach	Can execute touch down at the appropriate speed and pitch attitude at the runway aiming point markings, -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High
Conduct Landing From a Precision Approach	Can maintain positive airplane control throughout the landing using drag and braking devices, as appropriate, to come to a stop.		High
Conduct Landing From a Precision Approach	Can demonstrate SRM or CRM, as appropriate.		High
Conduct Landing From a Precision Approach	Can apply runway incursion avoidance procedures.		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing selection of an approach procedure and runway based on pilot capability, aircraft limitations, available distance, surface conditions, and wind.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing wake turbulence.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for missed approach	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for land and hold short operations (LAHSO)	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for distractions, loss of situational awareness, or	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
		improper task management.	
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for attempting to land from an unstable approach.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for flying below the glidepath.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for transitioning from instrument to visual references for landing.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can demonstrate familiarization with operator's policies and procedures concerning constraints applicable to AWO takeoffs and landings on contaminated or cluttered runways. Limits should be noted for use of wet or icy runways as far as directional control or stopping performance is concerned, and flight crews should be familiar with appropriate constraints related to braking reports and the obscuration of appropriate lighting or markings. Refer to AC 91-79 for detailed information on runway contaminants and condition reporting.	High
Conduct Landing From a Precision Approach			High
Conduct Landing From a Precision Approach	Can perform proper reaction to significant airborne system failures experienced prior to and after reaching the final approach fix (FAF), MDA, DA/DH, or AH. Expected pilot response to failure after touchdown should be addressed as well.		High
Conduct Landing From a Precision Approach			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can recognize and execute appropriate actions in response to ground or navigation system faults, failures or abnormalities at any point during the approach and landing.		High
Conduct Landing From a Precision Approach		Can appreciate that pilots should be familiar with the need to report navigation system anomalies or discrepancies, failures of any lighting system (e.g., approach lights, runway lights, touchdown zone (TDZ) lights, centerline lights), or any other discrepancies that could be pertinent to operations.	High
Conduct Lower than Standard Minimum Takeoff			High
Conduct Lower than Standard Minimum Takeoff	Can conduct a Lower than Standard Minimum Takeoff in accordance with approved OpSpec C052.		High
Conduct Missed Approach - OEI			High
Conduct Missed Approach - OEI	Can execute an one engine inoperative missed approach from the MDA, DA/DH, or AH.		High
Conduct Missed Approach - OEI	Can execute an one engine inoperative missed approach from a low altitude that could result in a touchdown during go-around (balked or rejected landing).		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI			High
Conduct Missed Approach - OEI			High
Conduct Missed Approach - OEI	Can apply the appropriate power setting for the flight condition and establish a pitch attitude necessary to obtain the desired performance during an one engine inoperative missed approach.		High
Conduct Missed Approach - OEI	Can perform retraction of the wing flaps/drag devices and landing gear, if appropriate, in the correct sequence and at a safe altitude, and initiate a positive rate of climb at the appropriate airspeed/V- speed, ±5 knots during an one engine inoperative missed approach.		High
Conduct Missed Approach - OEI	Can coordinate with crew and execute the appropriate procedures and checklist(s) in a timely manner during an one engine inoperative missed approach.		High
Conduct Missed Approach - OEI	Can comply with the published or alternate missed approach procedure during an one engine inoperative missed approach.		High
Conduct Missed Approach - OEI	Can coordinate with ATC if unable to comply with a clearance, restriction, or climb gradient.		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI	Can maintain the heading, course, or bearing ±5°, and altitude(s) ±100 feet during the missed approach procedure during an one engine inoperative missed approach.		High
Conduct Missed Approach - OEI	Can use an MFD and other graphical navigation displays, if installed, to monitor position and track to help navigate the missed approach.		High
Conduct Missed Approach - OEI	Can demonstrate effective CRM during an one engine inoperative missed approach.		High
Conduct Missed Approach - OEI	Can execute re-engagement of the autopilot at appropriate times during the one engine inoperative missed approach procedure.		High
Conduct Missed Approach - OEI	Can obtain ATC clearance to attempt another approach, proceed to the alternate airport, holding fix, or other clearance limit, as appropriate, or as directed by the evaluator during an one engine inoperative missed approach.		High
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing failure to follow prescribed procedures during an one engine inoperative missed approach.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing holding, diverting, or electing to fly the approach again during an one engine inoperative missed approach.	High
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach during an one engine inoperative missed approach.	High
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing factors that might lead to executing an one engine inoperative missed approach procedure before the MAP or to a go-around below DA/MDA.	High
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems during an one engine inoperative missed approach.	High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can appreciate that there are environments in which using CDFA technique is not advisable or practical, for example airports that do not offer straight in non precision approaches.	High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach	Can perform the nonprecision instrument approaches selected by the instructor/evaluator		High
Conduct Nonprecision Approach	Can initiate two-way communications with ATC appropriate for the phase of flight or approach segment, and use proper communication phraseology.		High
Conduct Nonprecision Approach	Can execute selection, tuning, identification, and confirmation the operational status of navigation equipment to be used for the approach.		High
Conduct Nonprecision Approach	Can Comply with all clearances issued by ATC .		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.		High
Conduct Nonprecision Approach	Can coordinate with ATC if unable to comply with a clearance.		High
Conduct Nonprecision Approach	Can maintain the appropriate airplane configuration and airspeed considering meteorological and operating conditions.		High
Conduct Nonprecision Approach	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		High
Conduct Nonprecision Approach	Can assess NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment and adjust the published MDA and visibility criteria for the aircraft approach category		High
Conduct Nonprecision Approach	Can maintain a stabilized descent to the appropriate altitude.		High
Conduct Nonprecision Approach	Can maintain no more than ¼ scale CDI deflection, airspeed ±5 knots of selected value, and altitude above MDA +50/-0 feet (to the VDP or MAP) during the final approach segment		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can execute the missed approach procedure if the required visual references are not distinctly visible and identifiable at the appropriate point or altitude for the approach profile, or execute a normal landing from a straight-in or circling approach.		High
Conduct Nonprecision Approach	Can use a Multi-Function Display (MFD) and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.		High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to follow the correct approach procedure (e.g., descending too early, etc.).	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Selecting an incorrect navigation frequency.	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to manage automated navigation and auto flight systems.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to ensure proper airplane configuration during an approach and missed approach.	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing An unstable approach, including excessive descent rates.	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Deteriorating weather conditions on approach.	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Operating below the minimum descent altitude (MDA) or continuing a descent below decision altitude (DA) without proper visual references.	High
Conduct OEI Climb to En Route Altitude			High
Conduct OEI Climb to En Route Altitude	Can conduct an OEI climb enroute at either V_{se} or greater, depending on conditions.		High
Conduct Precision Approach			High
Conduct Precision Approach			High
Conduct Precision Approach			High
Conduct Precision Approach			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can perform the precision instrument approaches selected by the instructor/evaluator.		High
Conduct Precision Approach	Can initiate two-way communications with ATC appropriate for the phase of flight or approach segment, and use proper communication phraseology.		High
Conduct Precision Approach	Can execute selection, tuning, identification, and confirmation the operational status of navigation equipment to be used for the approach.		High
Conduct Precision Approach	Can comply in a timely manner with all clearances, instructions, and procedures.		High
Conduct Precision Approach	Can recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.		High
Conduct Precision Approach	Can coordinate with ATC if unable to comply with a clearance.		High
Conduct Precision Approach	Can maintain the appropriate airplane configuration and airspeed considering meteorological and operating conditions.		High
Conduct Precision Approach	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can assess NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment and adjust the published MDA and visibility criteria for the aircraft approach category		High
Conduct Precision Approach	Can initiate and maintain a predetermined rate of descent which approximates that required for the aircraft to follow the vertical guidance, at the point where vertical guidance begins		High
Conduct Precision Approach	Can maintain a stabilized final approach from the Final Approach Fix (FAF) to DA/DH allowing no more than ¼-scale deflection of either the vertical or lateral guidance indications and maintain the desired airspeed ±5 knots		High
Conduct Precision Approach	Can immediately initiate the missed approach procedures if the required visual references for the runway are not distinctly visible and identifiable upon reaching the DA/DH.		High
Conduct Precision Approach	Can, upon reaching the DA/DH, perform a transition to a normal landing when the aircraft is in a position from which a descent to a landing on the runway can be made at a normal rate of descent using normal maneuvering		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can use an MFD and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.		High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing failure to follow the correct approach procedure (e.g. descending below the glideslope, etc.).	High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing selecting an incorrect navigation frequency.	High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach.	High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing an unstable approach, including excessive descent rates.	High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing deteriorating weather conditions on approach.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing continuing to descend below the Decision Altitude (DA)/Decision Height (DH) when the required visual references are not visible.	High
Conduct Precision Approach			High
Conduct Precision Approach	Can perform appropriate normal and non-normal procedures including crew duties, monitoring assignments, transfer of control during normal operations, appropriate automatic or crew-initiated call-outs, proper use of standard or special IAPs, applicable minima for normal configurations or for alternate or failure configurations, and reversion to higher minima in the event of failures		High
Conduct Precision Approach			High
Conduct Precision Approach	Can perform procedures to address the transition from electronic monitoring displays to external visual references for both PF and PM for systems that include such displays.		High
Conduct Precision Approach			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can appreciate constraints for head winds, tail winds, crosswinds, and the effect of vertical and horizontal wind shear on automatic systems, flight directors (F/D), or other system (e.g., HUD, SVGS, etc.) performance. For systems such as HUDs that have a limited field of view (FOV), or synthetic reference systems, pilots should be familiar with the display limitations of these systems and expected pilot actions in the event that the aircraft reaches or exceeds a display limit capability.	High
Conduct Precision Approach	Can execute types of instrument procedures approved for the air carrier (standard and special, lowest straight-in, or circling minima, if applicable); according to the operators manuals, charts and checklists, on the aircraft type, model and series flown.		High
Conduct Precision Approach	Can use flight guidance and/or visual system(s) and their corresponding category(s) of minima for each authorized system;		High
Conduct Precision Approach	Can use NAVAID(s) and visual aids used (LVO/SMGCS lighting if applicable);		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can apply Flightcrew procedures used (e.g., PF/PM duties, monitored approach, or call-outs);		High
Conduct Precision Approach		Can demonstrate familiarization with airport and runway characteristics typically experienced;	High
Conduct Precision Approach			High
Conduct Precision Approach	Can perform relevant normal, non-normal, and environmental conditions. Training and evaluation need only be conducted using relevant and representative procedures and conditions (e.g., a representative mix of day, night, dusk, variable/patchy conditions, representative temperatures, landing runway altitudes, precipitation conditions, turbulence, and icing conditions); and		High
Conduct Precision Approach	Can respond appropriately to aircraft and ground system failures.		High
Conduct Rejected Takeoff			High
Conduct Rejected Takeoff			High
Conduct Rejected Takeoff			High
Conduct Rejected Takeoff			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff			High
Conduct Rejected Takeoff	Can execute aborted takeoff if the powerplant failure occurs at a point during the takeoff where the abort procedure can be initiated and the airplane can be safely stopped on the remaining runway		High
Conduct Rejected Takeoff	Can execute prompt reduction of power and maintain positive aircraft control using drag and braking devices, as appropriate, to come to a stop		High
Conduct Rejected Takeoff	Can coordinate with crew, if applicable, and complete the appropriate procedures, checklist(s), and radio calls following a rejected takeoff in a timely manner		High
Conduct Rejected Takeoff		Can identify, assess, and manage risks, encompassing a powerplant failure or other malfunction during takeoff.	High
Conduct Rejected Takeoff		Can identify, assess, and manage risks, encompassing failure to maintain directional control following a rejected takeoff	High
Conduct Rejected Takeoff		Can identify, assess, and manage risks, encompassing rejecting takeoff with inadequate stopping distance	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff		Can identify, assess, and manage risks, encompassing a high-speed abort distractions, loss of situational awareness, or improper task management	High
Conduct Rejected Takeoff	Can execute Rejected takeoff from a point prior to V1 (including an engine failure);		High
Conduct Rejected Takeoff	Can perform rejected takeoff requiring transfer of control (if applicable) for low-visibility takeoff minima where a flight guidance and/or vision system is required		High
Conduct Rejected Takeoff	Can perform rejected takeoff with failure of the flight guidance device or ground-based guidance system, at a critical point of the takeoff, unless these systems have failure characteristics that are extremely improbable.		High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi	Can record taxi instructions, respond to taxi clearances, and review taxi routes on the airport diagram.		High
Conduct Taxi	Can use an airport diagram or taxi chart during taxi		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can comply with ATC clearances and instructions and observe all runway hold lines, ILS critical areas, beacons, and other airport/taxiway markings and lighting		High
Conduct Taxi	Can coordinate with crew, if applicable, and complete the appropriate checklist(s) prior to and during taxi		High
Conduct Taxi	Can maintain situational awareness during taxi		High
Conduct Taxi	Can maintain correct and positive airplane control, proper speed, appropriate use of wheel brakes and reverse thrust		High
Conduct Taxi	Can maintain separation between other aircraft, vehicles, and persons to avoid an incursion/incident/accident		High
Conduct Taxi	Can use aircraft exterior lighting for day and night operations		High
Conduct Taxi		Can identify, assess, and manage risks, encompassing inappropriate activities and distractions	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing confirmation or expectation bias as related to taxi instructions	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing a taxi route or departure runway change	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing low visibility taxi operations	High
Conduct Taxi	Low visibility taxi and ground operations should be trained to the extent practical and beneficial. Such training should address operations at typical airports or alternately, at airports frequently experiencing low-visibility conditions, complex airports on the operator's route system, airports with particular low visibility ground movement difficulties, or rarely used but significant contingency airports, as determined appropriate by the operator.		High
Conduct Taxi	perform either PF or PM duties, unless otherwise limited by the operator's policies or aircraft characteristics (e.g., single HUD).		High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can apply use of the airport diagram after receiving a clearance, and confirms and verbalizes the assigned runway and taxi route, including any instructions to hold short of, or cross, a runway. If there is any doubt, speaks up and resolve the uncertainty before taxi		High
Conduct Taxi			High
Conduct Taxi	Can use airport diagram to follow progress of the taxi operation		High
Conduct Taxi	Can execute bringing the aircraft to a complete stop, or be in a phase of taxiing that has no risk of a runway incursion before continuing with operational duties and checklists		High
Conduct Taxi	Can execute turning on the rotating beacon whenever an engine is running		High
Conduct Taxi	Can execute turning on navigation, position, anti-collision, and logo lights, if available, to signal intent to other pilots prior to commencing taxi		High
Conduct Taxi	Can execute turning on the taxi light when the aircraft is moving or intending to move on the ground, and turning it off when stopped or yielding or as a consideration to other pilots or ground personnel		High
Conduct Taxi	Can execute illuminating all lights when crossing a runway when appropriate		High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can conduct a briefing on the timing and execution of aircraft checklists and company communications at the appropriate times and locations, ensuring the pilot who is not taxiing the aircraft can be available to participate in verbal coordination with the pilot who is taxiing the aircraft	High
Conduct Taxi		Can consider the anticipated duration of the taxi operation, the locations of hot spots/complex intersections and runway crossings, and the visibility along the taxi route when briefing tasks or accomplishing checklists	High
Conduct Taxi		Can manage pilot workload and heads-down time during taxi by conducting predeparture checklists, including setting the takeoff flap setting, when the aircraft is stopped or while taxiing straight ahead on a taxiway without complex intersections and hot spots	High
Conduct Taxi		Can maintain a sterile cockpit during taxi operations	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can manage the risk of expectation bias, and follow the clearance or instructions that are actually received, and not the ones they expected to receive.	High
Conduct Taxi		Can be alert to ATC instructions to hold short of an ILS critical area holding line.	High
Conduct Taxi		Can monitor the aircraft's progress on the airport diagram to ensure that the pilot taxiing the aircraft is following the instructions received from the ATC while maintaining outside vigilance	High
Conduct Taxi		Can respond to all hold short instructions, and verifies with other crew members or ATC to ensure agreement and understanding	High
Conduct Taxi		Can comply with hold short or crossing clearance when approaching an entrance to a runway.	High
Conduct Taxi		Can explain or demonstrate proper actions if the crew becomes disoriented: never stop on a runway, and initiate communications with ATC to regain orientation.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can demonstrate vigilance when instructed to taxi and “Line Up and Wait”. Turns Traffic Alert and Collision Avoidance System (TCAS)/traffic advisory systems (TAS) on in order obtain awareness of any aircraft that may be landing on your runway.	High
Conduct Taxi		Can determine whether or not to accept last-minute turnoff instructions from ATC, refusing such clearance unless the crew clearly understands the instructions and are certain that they can safely comply.	High
Conduct Taxi		Can resolve all misunderstandings or disagreements regarding taxi clearance to the satisfaction of all flightcrew members before taxiing the aircraft.	High
Conduct Taxi		Can coordinate with other flightcrew member(s) if stopping and resuming the monitoring of the ATC frequency, for example when it becomes necessary for a flightcrew member to stop monitoring any ATC frequency to prepare the aircraft for takeoff or landing.	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can assess any upcoming hold short instructions or clearances that could be misinterpreted prior to stopping and after resuming monitoring of the taxi. An example may include: "I'm heads-down, right turn ahead at Alpha," or "I'm back, any changes?"	High
Conduct Taxi		Can appreciate that time away from monitoring ATC should be avoided with complex taxi routing or crossing of runways. Any instructions or information received or transmitted during that flightcrew member's absence from the ATC frequency should be reviewed and confirmed upon his or her return.	High
Conduct Taxi		Can coordinate verbally at complex intersections to be sure that: the intersection is correctly identified and confirmed using the airport diagram and the heading indicator	High

CE-560XL COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can state "approaching (specific runway number) hold short line. Before crossing any hold short line, the flightcrew should visually scan to the left and to the right, including the full length of the runway and its approach paths, and coordinate verbally (e.g., "clear right/left" or that the scan area is not clear).	High
Conduct Taxi		Can coordinate verbally and agree on the runway assigned by ATC, the upcoming assigned exit, and any restrictions, such as hold short points of an intersecting runway and the aircraft's parking area after landing	High
Conduct Taxi		Can consider any adverse effects to safety that illuminating the forward-facing lights will have on the vision of other pilots or ground personnel during runway crossings, and adjust operation accordingly	High
Conduct Taxi			High

Appendix D – CE-560XL Differences Courses Learning Objectives

CE-560XL Standardized Curriculum

Differences from 560XL (Excel and XLS) to 560XL (Excel and XLS) with G5000						
Ground		**Systems Integration (Requires minimum Level 4 FTD)**		**Sim**		**Checking**
Initial	Recurrent	Initial	Recurrent	Initial	Recurrent	
4.0	2.0	4.0	2.0	N/A	N/A	Level C

Initial Differences from 560XL (Excel and XLS) to 560XL (Excel and XLS) with G5000				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can describe the Garmin G5000 PFD/MFD softkeys touchscreen controllers functions including G5000 radio tuning, FMS navigation, flight planning, and flight control.			
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can interpret G5000 flight and engine instruments			
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can explain that the annunciator panel is replaced by Crew Alert System (CAS) message system on the MFD.			

Initial Differences from 560XL (Excel and XLS) to 560XL (Excel and XLS) with G5000				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can explain that the annunciator panel was replaced with CAS messages, angle of attack (AOA) is on the PFD, standby Electronic Standby Instrument System (ESIS) were relocated, and the Slip-Skid indicator is on the PFD.			
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can explain that the Nav display control is now a GDU and GTC function, weather radar (WX) control, transponder Automatic Dependent Surveillance-Broadcast (ADS-B).			
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can explain that the added FliteCharts, SafeTaxi, (optional ChartView and SurfaceWatch).			

Initial Differences from 560XL (Excel and XLS) to 560XL (Excel and XLS) with G5000				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can interpret fuel gauges, fuel flow and fuel temp on Garmin GDU-1450			
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can obtain information from OEM manuals with regard to the systems and components			
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can describe the operation of the airplane systems and components using correct terminology, particularly avionics power distribution.			
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can explain system or component limitations			
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals			
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can explain immediate action items or memory items, if appropriate			

Initial Differences from 560XL (Excel and XLS) to 560XL (Excel and XLS) with G5000				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device			
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device			
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures			
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can use the AFMS for new or changed Abnormal Procedures			

Initial Differences from 560XL (Excel and XLS) to 560XL (Excel and XLS) with G5000				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can use the AFMS for new or changed Normal Procedures.			
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can use the Garmin G5000, which replaces Honeywell Primus 1000, has PFD/MFD displays with softkeys, and two touchscreen controllers (Garmin Touchscreen Controller (GTC)) used for avionics functions including G5000 radio tuning, FMS navigation, flight planning, and flight control.		Medium
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can use the Altimeter setting, display format, reversion modes and dimming.		Medium
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can verify currency of aircraft navigation data.		Medium

Initial Differences from 560XL (Excel and XLS) to 560XL (Excel and XLS) with G5000				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can verify successful completion of RNAV system self-tests		Medium
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can execute initialization of RNAV system position		Medium
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can execute retrieval and flying of a DP or STAR with appropriate transition		Medium
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can comply with speed and/or altitude constraints associated with a DP or STAR.		Medium
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can execute making a runway change associated with a DP or STAR		Medium
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can verify waypoints and flight plan programming		Medium
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can perform a manual or automatic runway update (with takeoff point shift, if applicable)		Medium

Initial Differences from 560XL (Excel and XLS) to 560XL (Excel and XLS) with G5000				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can perform flying direct to a waypoint		Medium
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can perform flying a course/track to a waypoint.		Medium
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can perform interception of a course/track		Medium
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can comply with a vectored off and execute rejoining a procedure.		Medium
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can determine cross-track error/deviation		Medium
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can execute insertion and deletion of a route discontinuity		Medium
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can execute removal and reselection of navigation sensor inputs.		Medium

Initial Differences from 560XL (Excel and XLS) to 560XL (Excel and XLS) with G5000				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can confirm exclusion of a specific navigation aid or navigation aid type.		Medium
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can execute insertion and deletion of a lateral offset		Medium
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can execute a change of the arrival airport and alternate airport		Medium
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can execute insertion and delete a holding pattern		Medium
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can interpret G5000 flight and engine instruments		Medium
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can use the G5000 Garmin Mode Controller (GMC)-7200 automatic flight control system (AFCS) on glareshiel and recognize that AP mode annunciation has moved to PFD (LH and RH).		Medium

Initial Differences from 560XL (Excel and XLS) to 560XL (Excel and XLS) with G5000				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can use the GTC-575 radio tuning.		Medium
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can use /MFD display control, FMS Nav control, Autopilot mode selection, and SVS display control. USP and coupled go-around (optional).		Medium
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can use the Garmin Digital Receiver (GDR)-66 CPDLC and GSR-56 satellite communications (SATCOM) if installed		Medium
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000			Can identify, assess, and manage risks encompassing failure to detect system malfunctions or failures.	Medium

Initial Differences from 560XL (Excel and XLS) to 560XL (Excel and XLS) with G5000				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000			Can identify, assess, and manage risks encompassing failure to follow appropriate checklists or procedures	Medium
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000			Can identify, assess, and manage risks encompassing improper management of a system failure	Medium
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000			Can identify, assess, and manage risks encompassing failure to monitor and manage automated systems.	Medium

Recurrent Differences from 560XL (Excel and XLS) to 560XL (Excel and XLS) with G5000				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can describe the Garmin G5000 PFD/MFD softkeys touchscreen controllers functions including G5000 radio tuning, FMS navigation, flight planning, and flight control.			

Recurrent Differences from 560XL (Excel and XLS) to 560XL (Excel and XLS) with G5000				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can interpret G5000 flight and engine instruments			
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can explain that the annunciator panel is replaced by Crew Alert System (CAS) message system on the MFD.			
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can explain that the annunciator panel was replaced with CAS messages, angle of attack (AOA) is on the PFD, standby Electronic Standby Instrument System (ESIS) were relocated, and the Slip-Skid indicator is on the PFD.			
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can explain that the Nav display control is now a GDU and GTC function, weather radar (WX) control, transponder Automatic Dependent Surveillance-Broadcast (ADS-B).			

Recurrent Differences from 560XL (Excel and XLS) to 560XL (Excel and XLS) with G5000				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can explain that the added FliteCharts, SafeTaxi, (optional ChartView and SurfaceWatch).			
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can interpret fuel gauges, fuel flow and fuel temp on Garmin GDU-1450			
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can obtain information from OEM manuals with regard to the systems and components			
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can describe the operation of the airplane systems and components using correct terminology, particularly avionics power distribution.			
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can explain system or component limitations			
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals			

Recurrent Differences from 560XL (Excel and XLS) to 560XL (Excel and XLS) with G5000				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can explain immediate action items or memory items, if appropriate			
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device			
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device			
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures			

Recurrent Differences from 560XL (Excel and XLS) to 560XL (Excel and XLS) with G5000				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can use the AFMS for new or changed Abnormal Procedures			
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000	Can use the AFMS for new or changed Normal Procedures.			
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can use the Garmin G5000, which replaces Honeywell Primus 1000, has PFD/MFD displays with softkeys, and two touchscreen controllers (Garmin Touchscreen Controller (GTC)) used for avionics functions including G5000 radio tuning, FMS navigation, flight planning, and flight control.		High
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can use the Altimeter setting, display format, reversion modes and dimming.		High
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can verify currency of aircraft navigation data.		High

Recurrent Differences from 560XL (Excel and XLS) to 560XL (Excel and XLS) with G5000				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can verify successful completion of RNAV system self-tests		High
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can execute initialization of RNAV system position		High
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can execute retrieval and flying of a DP or STAR with appropriate transition		High
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can comply with speed and/or altitude constraints associated with a DP or STAR.		High
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can execute making a runway change associated with a DP or STAR		High
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can verify waypoints and flight plan programming		High
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can perform a manual or automatic runway update (with takeoff point shift, if applicable)		High

Recurrent Differences from 560XL (Excel and XLS) to 560XL (Excel and XLS) with G5000				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can perform flying direct to a waypoint		High
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can perform flying a course/track to a waypoint.		High
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can perform interception of a course/track		High
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can comply with a vectored off and execute rejoining a procedure.		High
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can determine cross-track error/deviation		High
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can execute insertion and deletion of a route discontinuity		High
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can execute removal and reselection of navigation sensor inputs.		High

Recurrent Differences from 560XL (Excel and XLS) to 560XL (Excel and XLS) with G5000				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can confirm exclusion of a specific navigation aid or navigation aid type.		High
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can execute insertion and deletion of a lateral offset		High
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can execute a change of the arrival airport and alternate airport		High
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can execute insertion and delete a holding pattern		High
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can interpret G5000 flight and engine instruments		High
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can use the G5000 Garmin Mode Controller (GMC)-7200 automatic flight control system (AFCS) on glareshiel and recognize that AP mode annunciation has moved to PFD (LH and RH).		High

Recurrent Differences from 560XL (Excel and XLS) to 560XL (Excel and XLS) with G5000				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can use the GTC-575 radio tuning.		High
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can use /MFD display control, FMS Nav control, Autopilot mode selection, and SVS display control. USP and coupled go-around (optional).		High
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000		Can use the Garmin Digital Receiver (GDR)-66 CPDLC and GSR-56 satellite communications (SATCOM) if installed		High
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000			Can identify, assess, and manage risks encompassing failure to detect system malfunctions or failures.	High
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000			Can identify, assess, and manage risks encompassing failure to follow appropriate checklists or procedures	High

Recurrent Differences from 560XL (Excel and XLS) to 560XL (Excel and XLS) with G5000				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000			Can identify, assess, and manage risks encompassing improper management of a system failure	High
Differences 560XL(Excel and XLS) to 560XL(Excel and XLS) with G5000			Can identify, assess, and manage risks encompassing failure to monitor and manage automated systems.	High

Differences from 560XL to 560XLS+						
Ground		**Systems Integration (Requires minimum Level 5 FTD)**		**Sim**		**Checking**
Initial	Recurrent	Initial	Recurrent	Initial	Recurrent	
4.0	2.0	4.0	1.0	N/A	N/A	Level C

Initial Differences from 560XL to 560XLS+			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XL to 560XLS+	Can identify temperature and pressurization controller location		
Differences 560XL to 560XLS+	Can describe layout of Collins autopilot and flight guidance control panel and recognize that the installation is a single controller		

Initial Differences from 560XL to 560XLS+			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XL to 560XLS+	Can describe use of CDU and CCP for radio tuning		
Differences 560XL to 560XLS+	Can identify relocated controls and ammeters for electrical system		
Differences 560XL to 560XLS+	Can interpret CAS information on DU 3		
Differences 560XL to 560XLS+	Can identify location of emergency gear release and blow down handles		
Differences 560XL to 560XLS+	Can identify location of lighting controls		
Differences 560XL to 560XLS+	Can describe general features of IFIS-5000 system		
Differences 560XL to 560XLS+	Can identify electronic standby HIS		
Differences 560XL to 560XLS+	Can identify location of oxygen controls and oxygen gauge		
Differences 560XL to 560XLS+	Can describe general functionality of dual FADEC engine and new throttles		

Initial Differences from 560XL to 560XLS+			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XL to 560XLS+	Can interpret engine information system on DU 2 and standby engine gauge		
Differences 560XL to 560XLS+		Can verify currency of aircraft navigation data.	Medium
Differences 560XL to 560XLS+		Can verify successful completion of RNAV system self-tests	Medium
Differences 560XL to 560XLS+		Can execute initialization of RNAV system position	Medium
Differences 560XL to 560XLS+		Can execute retrieval and flying of a DP or STAR with appropriate transition	Medium
Differences 560XL to 560XLS+		Can comply with speed and/or altitude constraints associated with a DP or STAR.	Medium
Differences 560XL to 560XLS+		Can execute making a runway change associated with a DP or STAR	Medium

Initial Differences from 560XL to 560XLS+			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XL to 560XLS+		Can verify waypoints and flight plan programming	Medium
Differences 560XL to 560XLS+		Can perform a manual or automatic runway update (with takeoff point shift, if applicable)	Medium
Differences 560XL to 560XLS+		Can perform flying direct to a waypoint	Medium
Differences 560XL to 560XLS+		Can perform flying a course/track to a waypoint.	Medium
Differences 560XL to 560XLS+		Can perform interception of a course/track	Medium
Differences 560XL to 560XLS+		Can comply with a vectored off and execute rejoining a procedure.	Medium
Differences 560XL to 560XLS+		Can determine cross-track error/deviation	Medium

Recurrent Differences from 560XL to 560XLS+			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XL to 560XLS+	Can identify temperature and pressurization controller location		

Recurrent Differences from 560XL to 560XLS+			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XL to 560XLS+	Can describe layout of Collins autopilot and flight guidance control panel and recognize that the installation is a single controller		
Differences 560XL to 560XLS+	Can describe use of CDU and CCP for radio tuning		
Differences 560XL to 560XLS+	Can identify relocated controls and ammeters for electrical system		
Differences 560XL to 560XLS+	Can interpret CAS information on DU 3		
Differences 560XL to 560XLS+	Can identify location of emergency gear release and blow down handles		
Differences 560XL to 560XLS+	Can identify location of lighting controls		
Differences 560XL to 560XLS+	Can describe general features of IFIS-5000 system		
Differences 560XL to 560XLS+	Can identify electronic standby HIS		
Differences 560XL to 560XLS+	Can identify location of oxygen controls and oxygen gauge		
Differences 560XL to 560XLS+	Can describe general functionality of dual FADEC engine and new throttles		
Differences 560XL to 560XLS+	Can interpret engine information system on DU 2 and standby engine gauge		
Differences 560XL to 560XLS+		Can verify currency of aircraft navigation data.	High

Recurrent Differences from 560XL to 560XLS+			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XL to 560XLS+		Can verify successful completion of RNAV system self-tests	High
Differences 560XL to 560XLS+		Can execute initialization of RNAV system position	High
Differences 560XL to 560XLS+		Can execute retrieval and flying of a DP or STAR with appropriate transition	High
Differences 560XL to 560XLS+		Can comply with speed and/or altitude constraints associated with a DP or STAR.	High
Differences 560XL to 560XLS+		Can execute making a runway change associated with a DP or STAR	High
Differences 560XL to 560XLS+		Can verify waypoints and flight plan programming	High
Differences 560XL to 560XLS+		Can perform a manual or automatic runway update (with takeoff point shift, if applicable)	High
Differences 560XL to 560XLS+		Can perform flying direct to a waypoint	High
Differences 560XL to 560XLS+		Can perform flying a course/track to a waypoint.	High
Differences 560XL to 560XLS+		Can perform interception of a course/track	High
Differences 560XL to 560XLS+		Can comply with a vectored off and execute rejoining a procedure.	High
Differences 560XL to 560XLS+		Can determine cross-track error/deviation	High

Differences from 560XLS to 560XLS+						
Ground		**Systems Integration (Requires minimum Level 5 FTD)**		**Sim**		**Checking**
Initial	Recurrent	Initial	Recurrent	Initial	Recurrent	
4.0	2.0	4.0	1.0	N/A	N/A	Level C

Initial Differences from 560XLS to 560XLS+			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XLS to 560XLS+	Can describe use of FADEC controlled powerplant		
Differences 560XLS to 560XLS+	Can describe thrust reverser deployment emergency procedure		
Differences 560XLS to 560XLS+	Can obtain information from the Collins Proline 21 OEM manual		
Differences 560XLS to 560XLS+	Can describe notes cautions and warnings for the proline 21 system		
Differences 560XLS to 560XLS+	Can describe use of emergency gear release control		
Differences 560XLS to 560XLS+	Can identify temperature and pressurization controller location		
Differences 560XLS to 560XLS+	Can describe layout of Collins autopilot and flight guidance control panel and recognize that the installation is a single controller		
Differences 560XLS to 560XLS+	Can describe use of CDU and CCP for radio tuning		
Differences 560XLS to 560XLS+	Can identify relocated controls and ammeters for electrical system		

Initial Differences from 560XLS to 560XLS+			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XLS to 560XLS+	Can interpret CAS information on DU 3		
Differences 560XLS to 560XLS+	Can identify location of emergency gear release and blow down handles		
Differences 560XLS to 560XLS+	Can identify location of lighting controls		
Differences 560XLS to 560XLS+	Can describe general features of IFIS-5000 system		
Differences 560XLS to 560XLS+	Can identify electronic standby HIS		
Differences 560XLS to 560XLS+	Can identify location of oxygen controls and oxygen gauge		
Differences 560XLS to 560XLS+	Can describe general functionality of dual FADEC engine and new throttles		
Differences 560XLS to 560XLS+	Can interpret engine information system on DU 2 and standby engine gauge		
Differences 560XLS to 560XLS+		Can verify currency of aircraft navigation data.	Medium
Differences 560XLS to 560XLS+		Can verify successful completion of RNAV system self-tests	Medium
Differences 560XLS to 560XLS+		Can execute initialization of RNAV system position	Medium
Differences 560XLS to 560XLS+		Can execute retrieval and flying of a DP or STAR with appropriate transition	Medium
Differences 560XLS to 560XLS+		Can comply with speed and/or altitude constraints associated with a DP or STAR.	Medium

Initial Differences from 560XLS to 560XLS+			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XLS to 560XLS+		Can execute making a runway change associated with a DP or STAR	Medium
Differences 560XLS to 560XLS+		Can verify waypoints and flight plan programming	Medium
Differences 560XLS to 560XLS+		Can perform a manual or automatic runway update (with takeoff point shift, if applicable)	Medium
Differences 560XLS to 560XLS+		Can perform flying direct to a waypoint	Medium
Differences 560XLS to 560XLS+		Can perform flying a course/track to a waypoint.	Medium
Differences 560XLS to 560XLS+		Can perform interception of a course/track	Medium
Differences 560XLS to 560XLS+		Can comply with a vectored off and execute rejoining a procedure.	Medium
Differences 560XLS to 560XLS+		Can determine cross-track error/deviation	Medium
Differences 560XLS to 560XLS+		Can execute insertion and deletion of a route discontinuity	Medium
Differences 560XLS to 560XLS+		Can execute removal and reselection of navigation sensor inputs.	Medium
Differences 560XLS to 560XLS+		Can confirm exclusion of a specific navigation aid or navigation aid type.	Medium
Differences 560XLS to 560XLS+		Can execute insertion and deletion of a lateral offset	Medium

Initial Differences from 560XLS to 560XLS+			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XLS to 560XLS+		Can execute a change of the arrival airport and alternate airport	Medium
Differences 560XLS to 560XLS+		Can execute insertion and delete a holding pattern	Medium

Recurrent Differences from 560XLS to 560XLS+			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XLS to 560XLS+	Can describe use of FADEC controlled powerplant		
Differences 560XLS to 560XLS+	Can describe thrust reverser deployment emergency procedure		
Differences 560XLS to 560XLS+	Can obtain information from the Collins Proline 21 OEM manual		
Differences 560XLS to 560XLS+	Can describe notes cautions and warnings for the proline 21 system		
Differences 560XLS to 560XLS+	Can describe use of emergency gear release control		
Differences 560XLS to 560XLS+	Can identify temperature and pressurization controller location		
Differences 560XLS to 560XLS+	Can describe layout of Collins autopilot and flight guidance control panel and recognize that the installation is a single controller		

Recurrent Differences from 560XLS to 560XLS+			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XLS to 560XLS+	Can describe use of CDU and CCP for radio tuning		
Differences 560XLS to 560XLS+	Can identify relocated controls and ammeters for electrical system		
Differences 560XLS to 560XLS+	Can interpret CAS information on DU 3		
Differences 560XLS to 560XLS+	Can identify location of emergency gear release and blow down handles		
Differences 560XLS to 560XLS+	Can identify location of lighting controls		
Differences 560XLS to 560XLS+	Can describe general features of IFIS-5000 system		
Differences 560XLS to 560XLS+	Can identify electronic standby HIS		
Differences 560XLS to 560XLS+	Can identify location of oxygen controls and oxygen gauge		
Differences 560XLS to 560XLS+	Can describe general functionality of dual FADEC engine and new throttles		
Differences 560XLS to 560XLS+	Can interpret engine information system on DU 2 and standby engine gauge		
Differences 560XLS to 560XLS+		Can verify currency of aircraft navigation data.	High
Differences 560XLS to 560XLS+		Can verify successful completion of RNAV system self-tests	High
Differences 560XLS to 560XLS+		Can execute initialization of RNAV system position	High

Recurrent Differences from 560XLS to 560XLS+			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XLS to 560XLS+		Can execute retrieval and flying of a DP or STAR with appropriate transition	High
Differences 560XLS to 560XLS+		Can comply with speed and/or altitude constraints associated with a DP or STAR.	High
Differences 560XLS to 560XLS+		Can execute making a runway change associated with a DP or STAR	High
Differences 560XLS to 560XLS+		Can verify waypoints and flight plan programming	High
Differences 560XLS to 560XLS+		Can perform a manual or automatic runway update (with takeoff point shift, if applicable)	High
Differences 560XLS to 560XLS+		Can perform flying direct to a waypoint	High
Differences 560XLS to 560XLS+		Can perform flying a course/track to a waypoint.	High
Differences 560XLS to 560XLS+		Can perform interception of a course/track	High
Differences 560XLS to 560XLS+		Can comply with a vectored off and execute rejoining a procedure.	High
Differences 560XLS to 560XLS+		Can determine cross-track error/deviation	High
Differences 560XLS to 560XLS+		Can execute insertion and deletion of a route discontinuity	High
Differences 560XLS to 560XLS+		Can execute removal and reselection of navigation sensor inputs.	High

Recurrent Differences from 560XLS to 560XLS+			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XLS to 560XLS+		Can confirm exclusion of a specific navigation aid or navigation aid type.	High
Differences 560XLS to 560XLS+		Can execute insertion and deletion of a lateral offset	High
Differences 560XLS to 560XLS+		Can execute a change of the arrival airport and alternate airport	High
Differences 560XLS to 560XLS+		Can execute insertion and delete a holding pattern	High

Differences from 560XLS+ to 560XL						
Ground		**Systems Integration (Requires minimum Level 5 FTD)**		**Sim**		**Checking**
Initial	Recurrent	Initial	Recurrent	Initial	Recurrent	
4.0	2.0	4.0	1.0	N/A	N/A	Level C

Initial Differences from 560XLS+ to 560XL			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XLS+ to 560XL	Can describe use of EEC controlled powerplant		
Differences 560XLS+ to 560XL	Can obtain information from the Honeywell Primus-1000 OEM manual		
Differences 560XLS+ to 560XL	Can describe notes cuations and warnings for the Honeywell system		

Initial Differences from 560XLS+ to 560XL			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XLS+ to 560XL	Can describe use of emergency gear release control		
Differences 560XLS+ to 560XL	Can identify temperature and pressurization controller location		
Differences 560XLS+ to 560XL	Can describe layout of Honeywell autopilot and flight guidance control panel and recognize that the installation is a dual flight guidance panel versus single.		
Differences 560XLS+ to 560XL	Can describe use of RMU instead CDU and CCP for radio tuning		
Differences 560XLS+ to 560XL	Can identify relocated controlls and ammeters for electrical system		
Differences 560XLS+ to 560XL	Can interpret annunciator panel versus CAS information on DU 3		
Differences 560XLS+ to 560XL	Can identify location of emergency gear release and blow down handles		
Differences 560XLS+ to 560XL	Can identify location of lighting controls		

Initial Differences from 560XLS+ to 560XL			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XLS+ to 560XL	Can describe general features of of the Honeywell radios and FMS		
Differences 560XLS+ to 560XL	Can identify mechanical standby HIS		
Differences 560XLS+ to 560XL	Can identify location of oxygen controls and oxygen gauge		
Differences 560XLS+ to 560XL	Can describe general functionality of single channel EEC engines and throttle differences, as well as AUTO/MANUAL switches		
Differences 560XLS+ to 560XL	Can interpret enging information on AMLCD and mechanical tape guages and describe display of standby engine gauge		
Differences 560XLS+ to 560XL		Can verify currency of aircraft navigation data.	Medium
Differences 560XLS+ to 560XL		Can verify successful completion of RNAV system self-tests	Medium
Differences 560XLS+ to 560XL		Can execute initialization of RNAV system position	Medium

Initial Differences from 560XLS+ to 560XL			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XLS+ to 560XL		Can execute retrieval and flying of a DP or STAR with appropriate transition	Medium
Differences 560XLS+ to 560XL		Can comply with speed and/or altitude constraints associated with a DP or STAR.	Medium
Differences 560XLS+ to 560XL		Can execute making a runway change associated with a DP or STAR	Medium
Differences 560XLS+ to 560XL		Can verify waypoints and flight plan programming	Medium
Differences 560XLS+ to 560XL		Can perform a manual or automatic runway update (with takeoff point shift, if applicable)	Medium
Differences 560XLS+ to 560XL		Can perform flying direct to a waypoint	Medium
Differences 560XLS+ to 560XL		Can perform flying a course/track to a waypoint.	Medium
Differences 560XLS+ to 560XL		Can perform interception of a course/track	Medium
Differences 560XLS+ to 560XL		Can comply with a vectored off and execute rejoining a procedure.	Medium
Differences 560XLS+ to 560XL		Can determine cross-track error/deviation	Medium

Initial Differences from 560XLS+ to 560XL			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XLS+ to 560XL		Can execute insertion and deletion of a route discontinuity	Medium
Differences 560XLS+ to 560XL		Can execute removal and reselection of navigation sensor inputs.	Medium
Differences 560XLS+ to 560XL		Can confirm exclusion of a specific navigation aid or navigation aid type.	Medium
Differences 560XLS+ to 560XL		Can execute insertion and deletion of a lateral offset	Medium
Differences 560XLS+ to 560XL		Can execute a change of the arrival airport and alternate airport	Medium
Differences 560XLS+ to 560XL		Can execute insertion and delete a holding pattern	Medium

Recurrent Differences from 560XLS+ to 560XL			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XLS+ to 560XL	Can describe use of EEC controlled powerplant		
Differences 560XLS+ to 560XL	Can obtain information from the Honeywell Primus-1000 OEM manual		
Differences 560XLS+ to 560XL	Can describe notes cautions and warnings for the Honeywell system		

Recurrent Differences from 560XLS+ to 560XL			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XLS+ to 560XL	Can describe use of emergency gear release control		
Differences 560XLS+ to 560XL	Can identify temperature and pressurization controller location		
Differences 560XLS+ to 560XL	Can describe layout of Honeywell autopilot and flight guidance control panel and recognize that the installation is a dual flight guidance panel versus single.		
Differences 560XLS+ to 560XL	Can describe use of RMU instead CDU and CCP for radio tuning		
Differences 560XLS+ to 560XL	Can identify relocated controls and ammeters for electrical system		
Differences 560XLS+ to 560XL	Can interpret annunciator panel versus CAS information on DU 3		
Differences 560XLS+ to 560XL	Can identify location of emergency gear release and blow down handles		
Differences 560XLS+ to 560XL	Can identify location of lighting controls		
Differences 560XLS+ to 560XL	Can describe general features of the Honeywell radios and FMS		
Differences 560XLS+ to 560XL	Can identify mechanical standby HIS		
Differences 560XLS+ to 560XL	Can identify location of oxygen controls and oxygen gauge		

Recurrent Differences from 560XLS+ to 560XL			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XLS+ to 560XL	Can describe general functionality of single channel EEC engines and throttle differences, as well as AUTO/MANUAL switches		
Differences 560XLS+ to 560XL	Can interpret enging information on AMLCD and mechanical tape guages and describe display of standby engine gauge		
Differences 560XLS+ to 560XL		Can verify currency of aircraft navigation data.	High
Differences 560XLS+ to 560XL		Can verify successful completion of RNAV system self-tests	High
Differences 560XLS+ to 560XL		Can execute initialization of RNAV system position	High
Differences 560XLS+ to 560XL		Can execute retrieval and flying of a DP or STAR with appropriate transition	High
Differences 560XLS+ to 560XL		Can comply with speed and/or altitude constraints associated with a DP or STAR.	High
Differences 560XLS+ to 560XL		Can execute making a runway change associated with a DP or STAR	High
Differences 560XLS+ to 560XL		Can verify waypoints and flight plan programming	High

Recurrent Differences from 560XLS+ to 560XL			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XLS+ to 560XL		Can perform a manual or automatic runway update (with takeoff point shift, if applicable)	High
Differences 560XLS+ to 560XL		Can perform flying direct to a waypoint	High
Differences 560XLS+ to 560XL		Can perform flying a course/track to a waypoint.	High
Differences 560XLS+ to 560XL		Can perform interception of a course/track	High
Differences 560XLS+ to 560XL		Can comply with a vectored off and execute rejoining a procedure.	High
Differences 560XLS+ to 560XL		Can determine cross-track error/deviation	High
Differences 560XLS+ to 560XL		Can execute insertion and deletion of a route discontinuity	High
Differences 560XLS+ to 560XL		Can execute removal and reselection of navigation sensor inputs.	High
Differences 560XLS+ to 560XL		Can confirm exclusion of a specific navigation aid or navigation aid type.	High
Differences 560XLS+ to 560XL		Can execute insertion and deletion of a lateral offset	High
Differences 560XLS+ to 560XL		Can execute a change of the arrival airport and alternate airport	High
Differences 560XLS+ to 560XL		Can execute insertion and delete a holding pattern	High

Differences from 560XLS+ to 560XLS						
Ground		**Systems Integration (Requires minimum Level 5 FTD)**		**Sim**		**Checking**
Initial	Recurrent	Initial	Recurrent	Initial	Recurrent	
4.0	2.0	4.0	1.0	N/A	N/A	Level C

Initial Differences from 560XLS+ to 560XLS			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XLS+ to 560XLS	Can describe use of EEC controlled powerplant		
Differences 560XLS+ to 560XLS	Can obtain information from the Honeywell Primus-1000 OEM manual		
Differences 560XLS+ to 560XLS	Can describe notes cautions and warnings for the Honeywell system		
Differences 560XLS+ to 560XLS	Can describe use of emergency gear release control		
Differences 560XLS+ to 560XLS	Can identify temperature and pressurization controller location		
Differences 560XLS+ to 560XLS	Can describe layout of Honeywell autopilot and flight guidance control panel and recognize that the installation is a dual flight guidance panel versus single.		
Differences 560XLS+ to 560XLS	Can describe use of RMU instead CDU and CCP for radio tuning		
Differences 560XLS+ to 560XLS	Can identify relocated controls and ammeters for electrical system		

Initial Differences from 560XLS+ to 560XLS			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XLS+ to 560XLS	Can interpret annunciator panel versus CAS information on DU 3		
Differences 560XLS+ to 560XLS	Can identify location of emergency gear release and blow down handles		
Differences 560XLS+ to 560XLS	Can identify location of lighting controls		
Differences 560XLS+ to 560XLS	Can describe general features of the Honeywell radios and FMS		
Differences 560XLS+ to 560XLS	Can identify mechanical standby HIS		
Differences 560XLS+ to 560XLS	Can identify location of oxygen controls and oxygen gauge		
Differences 560XLS+ to 560XLS	Can describe general functionality of single channel EEC engines and throttle differences, as well as AUTO/MANUAL switches		
Differences 560XLS+ to 560XLS	Can interpret engine information on AMLCD and mechanical tape gauges and describe display of standby engine gauge		
Differences 560XLS+ to 560XLS		Can verify currency of aircraft navigation data.	Medium
Differences 560XLS+ to 560XLS		Can verify successful completion of RNAV system self-tests	Medium
Differences 560XLS+ to 560XLS		Can execute initialization of RNAV system position	Medium

Initial Differences from 560XLS+ to 560XLS			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XLS+ to 560XLS		Can execute retrieval and flying of a DP or STAR with appropriate transition	Medium
Differences 560XLS+ to 560XLS		Can comply with speed and/or altitude constraints associated with a DP or STAR.	Medium
Differences 560XLS+ to 560XLS		Can execute making a runway change associated with a DP or STAR	Medium
Differences 560XLS+ to 560XLS		Can verify waypoints and flight plan programming	Medium
Differences 560XLS+ to 560XLS		Can perform a manual or automatic runway update (with takeoff point shift, if applicable)	Medium
Differences 560XLS+ to 560XLS		Can perform flying direct to a waypoint	Medium
Differences 560XLS+ to 560XLS		Can perform flying a course/track to a waypoint.	Medium
Differences 560XLS+ to 560XLS		Can perform interception of a course/track	Medium
Differences 560XLS+ to 560XLS		Can comply with a vectored off and execute rejoining a procedure.	Medium
Differences 560XLS+ to 560XLS		Can determine cross-track error/deviation	Medium
Differences 560XLS+ to 560XLS		Can execute insertion and deletion of a route discontinuity	Medium
Differences 560XLS+ to 560XLS		Can execute removal and reselection of navigation sensor inputs.	Medium

Initial Differences from 560XLS+ to 560XLS			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XLS+ to 560XLS		Can confirm exclusion of a specific navigation aid or navigation aid type.	Medium
Differences 560XLS+ to 560XLS		Can execute insertion and deletion of a lateral offset	Medium
Differences 560XLS+ to 560XLS		Can execute a change of the arrival airport and alternate airport	Medium
Differences 560XLS+ to 560XLS		Can execute insertion and delete a holding pattern	Medium

Recurrent Differences from 560XLS+ to 560XLS			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XLS+ to 560XLS	Can describe use of EEC controlled powerplant		
Differences 560XLS+ to 560XLS	Can obtain information from the Honeywell Primus-1000 OEM manual		
Differences 560XLS+ to 560XLS	Can describe notes cautions and warnings for the Honeywell system		
Differences 560XLS+ to 560XLS	Can describe use of emergency gear release control		
Differences 560XLS+ to 560XLS	Can identify temperature and pressurization controller location		

Recurrent Differences from 560XLS+ to 560XLS			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XLS+ to 560XLS	Can describe layout of Honeywell autopilot and flight guidance control panel and recognize that the installation is a dual flight guidance panel versus single.		
Differences 560XLS+ to 560XLS	Can describe use of RMU instead CDU and CCP for radio tuning		
Differences 560XLS+ to 560XLS	Can identify relocated controls and ammeters for electrical system		
Differences 560XLS+ to 560XLS	Can interpret annunciator panel versus CAS information on DU 3		
Differences 560XLS+ to 560XLS	Can identify location of emergency gear release and blow down handles		
Differences 560XLS+ to 560XLS	Can identify location of lighting controls		
Differences 560XLS+ to 560XLS	Can describe general features of the Honeywell radios and FMS		
Differences 560XLS+ to 560XLS	Can identify mechanical standby HIS		
Differences 560XLS+ to 560XLS	Can identify location of oxygen controls and oxygen gauge		
Differences 560XLS+ to 560XLS	Can describe general functionality of single channel EEC engines and throttle differences, as well as AUTO/MANUAL switches		

Recurrent Differences from 560XLS+ to 560XLS			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XLS+ to 560XLS	Can interpret engine information on AMLCD and mechanical tape gauges and describe display of standby engine gauge		
Differences 560XLS+ to 560XLS		Can verify currency of aircraft navigation data.	High
Differences 560XLS+ to 560XLS		Can verify successful completion of RNAV system self-tests	High
Differences 560XLS+ to 560XLS		Can execute initialization of RNAV system position	High
Differences 560XLS+ to 560XLS		Can execute retrieval and flying of a DP or STAR with appropriate transition	High
Differences 560XLS+ to 560XLS		Can comply with speed and/or altitude constraints associated with a DP or STAR.	High
Differences 560XLS+ to 560XLS		Can execute making a runway change associated with a DP or STAR	High
Differences 560XLS+ to 560XLS		Can verify waypoints and flight plan programming	High
Differences 560XLS+ to 560XLS		Can perform a manual or automatic runway update (with takeoff point shift, if applicable)	High
Differences 560XLS+ to 560XLS		Can perform flying direct to a waypoint	High
Differences 560XLS+ to 560XLS		Can perform flying a course/track to a waypoint.	High
Differences 560XLS+ to 560XLS		Can perform interception of a course/track	High

Recurrent Differences from 560XLS+ to 560XLS			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences 560XLS+ to 560XLS		Can comply with a vectored off and execute rejoining a procedure.	High
Differences 560XLS+ to 560XLS		Can determine cross-track error/deviation	High
Differences 560XLS+ to 560XLS		Can execute insertion and deletion of a route discontinuity	High
Differences 560XLS+ to 560XLS		Can execute removal and reselection of navigation sensor inputs.	High
Differences 560XLS+ to 560XLS		Can confirm exclusion of a specific navigation aid or navigation aid type.	High
Differences 560XLS+ to 560XLS		Can execute insertion and deletion of a lateral offset	High
Differences 560XLS+ to 560XLS		Can execute a change of the arrival airport and alternate airport	High
Differences 560XLS+ to 560XLS		Can execute insertion and delete a holding pattern	High

Appendix E – HS-125 Curriculum Document

HS-125 Standardized Curriculum

1 Maintaining Training Syllabi

Parts 135 operators should maintain training syllabi (e.g., initial, upgrade, or recurrent) and other appropriate materials including operational practices and procedures. Training for other personnel must be included where appropriate (e.g., operational control personnel or maintenance). A part 135 standardized curriculum listed in TSpecs may be referenced in the part 135 operator's training program as an FAA-published curriculum in accordance with § 135.341 without the need to reproduce a physical copy of the curriculum.

2 Applicable Regulations and Guidance

FAA Reference Documents
FAA Advisory Circular 00-54 11/25/1988 Pilot Windshear Guide
FAA Advisory Circular 90-100A CHG 2, 04/14/2015 U.S. Terminal and En Route Area Navigation (RNAV) Operations with Change 2
FAA Advisory Circular 90-105A 03/07/2016 Approval Guidance for RNP Operations and Barometric Vertical Navigation in the U.S. National Airspace System and in Oceanic and Remote Continental Airspace
FAA Advisory Circular 90-106B 05/02/2022 Enhanced Flight Vision Systems
FAA Advisory Circular 90-107 02/11/2011 Guidance for Localizer Performance with Vertical Guidance and Localizer Performance without Vertical Guidance Approach Operations in the U.S. National Airspace System
FAA Advisory Circular 90-108 04/21/2015 Use of Suitable Area Navigation (RNAV) Systems on Conventional Routes and Procedures
FAA Advisory Circular 90-117 10/03/2017 Data Link Communications
FAA Advisory Circular 91-74B 10/08/2015 Pilot Guide: Flight In Icing Conditions
FAA Advisory Circular 91-79A CHG 2 02/20/2018 Mitigating the Risks of a Runway Overrun Upon Landing
FAA Advisory Circular 120-35D 03/03/2015 March 18 2013 Flightcrew Member Line-Operational Simulations: Line-Oriented Flight Training, Special Purpose Operational Training, Line Operational Evaluation
FAA Advisory Circular 120-55C CHG 1 March 18 2013 Air Carrier Operational Approval and Use of TCAS II
FAA Advisory Circular 120-74B 07/30/2012 Part 91, 121, 125, and 135 Flightcrew Procedures during Taxi
FAA Advisory Circular 120-76D 10/20/2017 Authorization for Use of Electronic Flight Bag
FAA Advisory Circular 120-91A January 13 2020 Airport Obstacle Analysis
FAA Advisory Circular 120-108 01/20/2011 Continuous Descent Final Approach
FAA Advisory Circular 120-109A CHG 1 11/24/2015 Stall Prevention and Recovery Training
FAA Advisory Circular 120-118 07/2/2018 Criteria for Approval/Authorization of All Weather Operations (AWO) for Takeoff, Landing, and Rollout
FAA Advisory Circular 135-17 12/14/1994 Small Aircraft Ground Deicing

FAA Reference Documents
FAA Airline Transport Pilot and Type Rating for Airplane Airman Certification Standards with change 1, June 2019
FAA CFR Title 14 Subchapter C Part 25
FAA CFR Title 14 Subchapter D Part 61.66
FAA CFR Title 14 Subchapter F Part 91.176
FAA CFR Title 14 Subchapter G Part 135 subpart G
FAA CFR Title 14 Subchapter G Part 135 subpart H
FAA 8900.1 Vol. 3 Ch. 19 Sec. 5 CHG 702, 04/24/2020
FAA 8900.1 Vol. 3 Ch. 19 Sec. 6 CHG 702, 04/24/2020
FAA 8900.1 Vol. 3 Ch. 19 Sec. 7 CHG 702, 10/19/2020
FAA 8900.1 Vol. 3 Ch. 19 Sec 8 CHG 702, 4/24/2020
FAA 8900.1 Vol. 3 Ch. 19 Sec 9 CHG 555, 4/21/2020
FAA 8900.1 Vol. 3 Ch. 19 Sec 10 CHG 702, 4/24/2020
FAA 8900.1 Vol. 3 Ch. 19 Sec 11 CHG 702, 4/24/2020
FAA 8900.1 Vol. 3 Ch. 54 Sec. 6 CHG 711, 6/20/2020
FAA 8900.1 Vol. 4 Ch. 3 Sec. 6 CHG 627, 10/15/18
FAA-H-8083-16B, Instrument Procedures Handbook 2017
FAA FSB Report HS-125 Rev 5 07/08/2019
FAA Operational Suitability Report (OSR) Rev.3 08/14/2020 (Operational Credit for EFVS)
FAA Pilot Guide to Takeoff Safety (2004)
FAA InFO 18014, 11/19/2018
FAA SAFO 17010 Incorrect Airport Surface Approaches and Landings
FAA SAFO 19001 Landing Performance Assessments at Time of Arrival
FAA Fact Sheet - Engineered Material Arresting System (EMAS), 12/16/2020

3 Base Aircraft

This document sets forth the recommended Training Curricula for HS-125 series aircraft, including the HS-125 Series 800, Hawker 800XP SPZ8000, Hawker 800XP EFIS-86, Hawker 800XP Proline 21, Hawker 850XP, Hawker 900XP, and Hawker 750 variants. The curricula satisfy the aircraft-specific training, testing, and checking requirements of §135.293, §135.297, §135.345, §135.347, and §135.351. A training provider must identify in their standardized curriculum package which aircraft in the series is the base aircraft represented by the flight training equipment to be used, and identify which variants can be trained using the appropriate differences course(s) from the standardized curriculum.

4 Aircraft Configuration

This recommended standardized training curriculum addresses the HS-125 aircraft, including the HS-125 Series 800, Hawker 800XP SPZ8000, Hawker 800XP EFIS-86, Hawker 800XP Proline 21, Hawker 850XP, Hawker 900XP, and Hawker 750 variants. Appendix E contains detailed differences training and learning objectives based on the HS-125 Flight Standards Board Report.

5 Curricula

The purpose of the training program is to standardize part 135 air carrier curricula delivered by part 142 training centers to meet the training requirements of part 135 subpart H. This training specification is the mechanism with which the TSWG will formalize stakeholder input for each aircraft type, prior to developing a standardized curricula document for each aircraft fleet.

Upon completion of a fleet specific standardized curricula document, the TSWG will recommend that curricula document to the ARAC. The ARAC will either return the document to the TSWG for revision or recommend the document to the FAA for review. When the ARAC recommends a standardized curricula document to the FAA, the FAA will review the recommendations and, if acceptable, publish the standardized curricula at a national level.

The final output of the TSWG design process is a curriculum document for review by the ARAC. The remaining components of the training program are the responsibility of the operator and part 142 training provider.

In scope of the HS-125 Standardized Curriculum:

- Part 135 Curriculum Document

Out of scope:
- Air Carrier Indoc subjects – §135.345(a)(1) and (a)(4)-(8)
- Company Qualification Modules – §135.293(a)(1)&(4)-(8) and §135.299
- Company Specialty Curriculum Modules
- Courseware (including ground and simulator lesson plans)
- Facilities
- Flight Training Equipment
- General Emergency Training - §135.331
- Hazardous Materials Training (Recognition or Will-Carry) - §135.505
- Personnel
- Records

Additionally, this curriculum meets the training requirements for operators with the following authorizations:

- B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems
- B035 - Class I Navigation in US Class A Airspace Using Area or Long-Range Navigation Systems
- C052 - Straight-In, Non-Precision, APV, and Category I Precision Approach and Landing Minima - All Airports
- C063 - Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations).

- C073 - Using Minimum Descent Altitude (MDA) as a Decision Altitude (DA)/Decision Height (DH).
- C075 - CAT I IFR Landing Minimum - Circling Approaches
- C079 - IFR Lower-than-Standard Takeoff Minima Airplane Operations - All Airports (Part 135)

5.1 Standardized Curriculum Interface with the Overall Pilot Training Curriculums

The Standardized Curriculum does not include training subjects outside of the aircraft specific training curriculum, such as Basic Indoctrination, Emergency training or other curriculum segments in the certificate holder's FAA Approved Training Program.

The standardized curriculum contains three course footprints which are used to satisfy multiple curriculums described below.

- Course 1 is a long course
- Course 2 is a short course

5.1.1 Initial New-Hire Training Curriculum (INH)

This training category is for personnel who have no previous experience with the Certificate Holder (CH) (e.g., newly hired personnel). However, it also applies to personnel employed by the CH who have not previously held a flightcrew member duty position with that CH. Initial new-hire training includes basic indoctrination training and training for a specific duty position and aircraft type. Except for a basic indoctrination curriculum segment, the regulatory requirements for initial new-hire and initial equipment training are the same. Since initial new-hire training is usually the employee's first exposure to specific certificate holder's methods, systems, and procedures, it must be the most comprehensive of the categories of training.

For this reason, initial new-hire training is a distinct, separate category of training and should not be confused with initial equipment training. As defined by 8900.1, initial equipment training is a separate category of training.

Prerequisites and SC Enrollment:

The pilots will complete all certificate holder basic Indoc training curriculum segments prior to enrollment in the standardized curriculum. The pilot must have completed the certificate holder §135.293(a)(1), and (3)-(8).

For a PIC training course and qualification, the pilot must possess:

3. Unrestricted ATP, or
4. Commercial, Instrument, Multi Engine not limited to centerline thrust, and successfully have passed the ATP Knowledge Test and meet the eligibility requirements of §61.153.

The PIC Curriculum leads to a PIC §135.293 Competency Check and PIC §135.297 Proficiency Check, and additionally is eligible for an ATP and/or PIC Type Rating in accordance with §61.157(f).

For a SIC Curriculum and qualification, the pilot must possess:

3. ATP, or
4. Commercial, Instrument and Multi Engine not limited to centerline thrust

The SIC Curriculum leads to an IFR SIC §135.293 Competency Check and is eligible for an SIC Type Rating in accordance with §61.55(e).

SC Training Footprint:
See Standardized Curriculum Aircraft/Simulator Training Matrix.

5.1.2 Initial Equipment Training Curriculum (IE)

This category of training is for personnel who have been previously trained and qualified for a flightcrew member duty position by the certificate holder (i.e., not new hires) and who are being reassigned to a different flightcrew member duty position on a different aircraft type, and the flightcrew member has not been previously trained and qualified by the certificate holder for that flightcrew member duty position and aircraft type. For example, an SIC on a Cessna 400 series is reassigned as a PIC on a G-V.

Prerequisites and SC enrollment:

The pilots will complete all certificate holder training curriculum segments prior to enrollment in standardized curriculum. The pilot must have a current §135.293(a)(1), and (3)-(8) for the certificate holder.

For a PIC training course and qualification, the pilot must possess:

3. Unrestricted ATP, or
4. Commercial, Instrument, Multi Engine not limited to centerline thrust, and successfully have passed the ATP Knowledge Test and meet the eligibility requirements of §61.153.

The PIC Curriculum leads to a PIC §135.293 and PIC §135.297 Proficiency Check, and additionally is eligible for an ATP and/or PIC Type Rating in accordance with §61.157(f).
For a SIC Curriculum and qualification, the pilot must possess:

3. ATP, or
4. Commercial, Instrument and Multi Engine not limited to centerline thrust

The SIC Curriculum leads to a IFR SIC §135.293 and is eligible for an SIC Type Rating in accordance with §61.55(e).

SC Training Footprint:
See Standardized Curriculum Aircraft/Simulator Training Matrix.

5.1.3 Transition Training Curriculum (TRA)

This category of training is for a flightcrew member who has been previously trained and qualified for a specific flightcrew member duty position by the certificate holder and who is being reassigned to the same flightcrew member duty position on a different aircraft type. For example, an SIC on a H800 is reassigned as an SIC on a G-V.

Prerequisites and SC Enrollment:

The pilots will complete all certificate holder training curriculum segments prior to enrollment in the standardized curriculum. The pilot must have a current 135.293(a)(1), and (3)-(8) for the certificate holder.

For a PIC training course and qualification, the pilot must possess:

3. Unrestricted ATP, or
4. Commercial, Instrument, Multi Engine not limited to centerline thrust, and successfully have passed the ATP Knowledge Test and meet the eligibility requirements of 61.153.

The PIC Curriculum leads to a PIC §135.293 and PIC §135.297 Proficiency Check, and additionally is eligible for an ATP and/or PIC Type Rating in accordance with §61.157(f).

For a SIC Curriculum and qualification, the pilot must possess:

3. ATP, or
4. Commercial, Instrument and Multi Engine not limited to centerline thrust

The SIC Curriculum leads to a IFR SIC §135.293 and is eligible for an SIC Type Rating in accordance with §61.55(e).

SC Training Footprint:
See Standardized Curriculum Aircraft/Simulator Training Matrix.

5.1.4 Upgrade Training Curriculum (UPGD)

This category of training is for a flightcrew member who has been previously trained and qualified as an SIC by the certificate holder and is being reassigned as a PIC to the same aircraft type for which the flightcrew member was previously trained and qualified. For example, an SIC on a G-V is reassigned as a PIC on a G-V.

Prerequisites and SC enrollment:

The pilots will complete all certificate holder training curriculum segments prior to enrollment in the standardized curriculum. The pilot must have a current §135.293(a)(1), and (3)-(8) for the certificate holder.

For a PIC training course and qualification, the pilot must possess:

3. Unrestricted ATP, or
4. Commercial, Instrument, Multi Engine not limited to centerline thrust, and successfully have passed the ATP Knowledge Test and meet the eligibility requirements of 61.153.

The PIC Curriculum leads to a PIC §135.293 and PIC §135.297 Proficiency Check, and additionally is eligible for an ATP and/or PIC Type Rating in accordance with §61.157(f).

SC Training Footprint:
See Standardized Curriculum Aircraft/Simulator Training Matrix.

5.1.5 Recurrent Training Curriculum (REC)

This category of training is for a flightcrew member who has been trained and qualified by the certificate holder, who will continue to serve in the same duty position and aircraft type, and who must receive recurring training and/or checking within an appropriate eligibility period. Pilots that are not within the eligibility period for recurrent require a requalification curriculum.

Prerequisites and SC enrollment:

The pilots will complete all certificate holder training curriculum segments prior to enrollment in SC.

The pilot must have a current §135.293(a)(1), and (3)-(8) for the certificate holder.

The PIC pilot is within §135.293 & §135.297 currency, or

The SIC pilot is within §135.293.

The PIC Curriculum leads to a PIC §135.293 and PIC §135.297 Proficiency Check.

The SIC Curriculum leads to a IFR SIC §135.293 Competency Check.

SC Training Footprint:
Course 2 - Short Footprint

5.1.6 Requalification Training Curriculum (REQ)

This category of training is for a flightcrew member who has been trained and qualified by the certificate holder or standardized curriculum but has become unqualified to serve in a particular flightcrew member duty position on an aircraft type due to not having received recurrent ground or flight training and/or a required proficiency check, flight check, line check, or competency check within the appropriate eligibility period. Requalification training is also applicable in the following situations:

- PICs who are being reassigned as SICs on the same aircraft type.

Prerequisites and SC enrollment:

The certificate holder will complete all training curriculum segments prior to enrollment in standardized curriculum. The pilot must have a current §135.293(a)(1), and (3)-(8) for the certificate holder.

The PIC Curriculum leads to a PIC §135.293 and PIC §135.297 Proficiency Check.

The SIC Curriculum leads to a IFR SIC §135.293 Competency Check.

SC Training Footprint:
See Standardized Curriculum Aircraft/Simulator Training Matrix.

5.1.7 Standardized Curriculum Aircraft/Simulator Training Matrix

STANDARDIZED CURRICULUM AIRCRAFT/SIMULATOR TRAINING MATRIX				
Pilot is:	**Aircraft Ground Training Segment**	**Aircraft Flight Training Segment**	**Aircraft Qualification Segment**	**SC Course Footprint**
SC 135 current in type and duty position.	N/A	N/A	N/A	No Flight Training Required
SC 135 current in type and duty position **<u>AND</u>** is upgrading from SIC to PIC duty position	All recurrent ground training elements. 16 training hours.	All recurrent flight training elements. 12 training hours plus qualification segment.	135.293(a)(2) & 135.293(b) & 135.297* *PIC only	2
Non-SC 135 current in type and duty position; **<u>OR</u>** 61.58 current in type and duty position.	All recurrent ground training elements. 16 training hours.	All recurrent flight training elements. 12 training hours plus qualification segment.	135.293(a)(2) & 135.293(b) & 135.297* *PIC only	2

STANDARDIZED CURRICULUM AIRCRAFT/SIMULATOR TRAINING MATRIX				
Pilot is:	**Aircraft Ground Training Segment**	**Aircraft Flight Training Segment**	**Aircraft Qualification Segment**	**SC Course Footprint**
Previously qualified in SC and is outside of eligibility period for recurrent; **OR** is changing duty position from PIC to SIC and is **≤ 35 months** past due month.	All recurrent ground training elements. 16 training hours.	All recurrent flight training elements. 12 training hours plus qualification segment.	135.293(a)(2) & 135.293(b) & 135.297* *PIC only	2
Previously qualified in SC and is outside of eligibility period for recurrent; **OR** is changing duty position from PIC to SIC and is **≥ 35 months** past due month.	SAME AS INITIAL EQUIPMENT TRAINING AND QUALIFICATION			2
Other	SAME AS INITIAL EQUIPMENT TRAINING AND QUALIFICATION			1

NOTE: §135.299 Qualification is operator specific and not included in this table.

6 Course Contents

Each instructor, supervisor or check pilot will certify the proficiency and knowledge of each crewmember upon completion of required training or checking in accordance with §135.323(c). This certification may occur at any time when the instructor believes that the individual has reached the required level of proficiency during his or her scheduled training, provided that all elements and events of the approved training program have been successfully trained.

6.1 Course 1 Training Hours Summary

Course 1	
Day 1	**Planned Hours**
Aircraft General	1.0

Aircraft Manuals	1.0
Auxiliary Power Unit	1.0
Electrical	3.0
Powerplant	1.5
Day 2	**Planned Hours**
Oil System	0.5
Fuel System	1.5
Hydraulic System	1.0
Landing Gear and Brakes	1.0
Thrust Reverse	0.5
Pneumatic and Environmental Systems	1.5
Day 3	**Planned Hours**
Avionics	8.0
Day 4	**Planned Hours**
Ice Protection	1.0
Oxygen	1.0
Pitot-static System	0.5
Flight Controls	1.5
Fire and Smoke Detection Protection and Suppression	0.5
Day 5	**Planned Hours**
Lighting	0.5
Flight Profiles and Maneuvers	2.0
CRM	4.0
Windshear	1.0
Day 6	**Planned Hours**
Weight and Balance	1.0
Flight Planning and Performance	2.0
MEL and CDL	0.5
Preflight	1.5
Ground School Completion Exam	1.0
Day 9	**Planned Hours**
SIT 1*	
Day 10	**Planned Hours**
SIT 2*	
Day 11	**Planned Hours**
SIT 3*	

6.2 Course 2 Training Hours Summary

Course 2		
Day 1	**Ground**	**Systems Integration**
Aircraft Manuals	8.0	0.0

MEL and CDL		
CRM		
Aircraft General		
Weight and Balance		
Flight Planning and Performance		
Flight Profiles and Maneuvers		
Avionics and Communications		
Windshear		
Lighting		
Auxiliary Power Unit		
Electrical System		
Day 2	**Ground**	**Systems Integration**
Avionics and Communications	8.0	0.0
Powerplant		
Oil System		
Thrust Reverse		
Fuel System		
Hydraulic System		
Landing Gear and Brakes		
Fire and Smoke Detection, Protection and Suppression		
Flight Controls		
Pneumatic and Environmental Systems		
Pitot-static System		
Ice Protection		
Oxygen		
Ground School Completion Exam		

Simulator Session 1	Brief	Crew	Single
Interior preflight and prestart procedures	2.0	4.0	4.0
Powerplant Start			
Taxi			
Before Takeoff Checks			
Normal Takeoff and Climb with Crosswind			

Simulator Session 1	Brief	Crew	Single
Departure Procedures			
Steep Turns			
Recovery From Unusual Flight Attitudes			
Clean configuration stall prevention			
Partial Flap Configuration Stall Prevention			
Landing Configuration Stall Prevention			
Arrival Procedures			
Precision Approach			
Missed Approach			
Go-Around/Rejected Landing			
Approach and landing with pitch mistrim			
Landing From a Precision Approach			
Normal Approach and Landing with Crosswind			
After landing, parking and securing			

Simulator Session 2	Brief	Crew	Single
Taxi	2.0	4.0	4.0
Instrument takeoff			
Windshear escape maneuver during take off			
Stall Prevention and Recovery			

EGPWS escape manuever			
TCAS Traffic Advisory (TA)			
TCAS Resolution Advisory (RA)			
Decompression			
Emergency Descent			
Nonprecision Approach			
Missed Approach			
Holding			
Inflight Powerplant Failure and Restart			
Circling Approach			
Go-Around/Rejected Landing			
Landing From a Circling Approach			
Visual Approach (VFR Procedures)			
Windshear escape maneuver during landing			
Landing from a No Flap or Nonstandard Flap Approach			

Simulator Session 3	Brief	Crew	Single
Taxi			
Rejected Takeoff			
Instrument Takeoff			
Powerplant Failure During Takeoff at V1			
Airframe icing			
Precision Approach with Powerplant Failure (manual control)			
Missed Approach - OEI			
Precision Approach			
Landing From a Precision Approach	2.0	4.0	4.0
Lower than Standard Minimum Takeoff			
Powerplant Failure During Second Segment			
OEI Climb to En Route Altitude			
Nonprecision Approach			
Approach and Landing with a Powerplant Failure			
Inflight fire and smoke			
Flight by reference to standby flight instruments, backup instrumentation, or partial panel			
Emergency evacuation			

6.3 Operational Procedures

Procedures to be used for curriculum development and implementation by training centers will be those outlined in the recommended HS-125 Standardized Maneuvers and Call Outs.

6.4 Pilot Flying (PF) and Pilot Monitoring (PM) Duties

Crewmembers should be able to perform either PF or PM duties, unless otherwise limited by the operator's policies or aircraft characteristics (e.g., single HUD).

6.5 Training Environment

Ground curriculum instruction may take place in any combination of four operational environments, as approved by the relevant CMO. In accordance with guidance in the 0rder 8900.1, a ground school instructor will always be available while distance learning is taking place. Creation of courseware to support the curriculum operating environment is the responsibility of the training provider.

1. Asynchronous distance learning with validation exam upon arrival at the center
2. Synchronous distance learning with validation exam upon arrival at the center
3. On-site computer-based training with ground school completion exam
4. On-site instructor led training with ground school completion exam

Air carriers operating under part 135 and adopting the standardized curriculum may conduct the ground curriculum segment in any operational environment for which the training provider is approved. Flight training curriculum segments will be conducted using regionally relevant airports appropriate to the flight training equipment in use. Training will take place during marginal VMC and IMC conditions, icing and non-icing conditions. Training will include operations in temperatures/elevations sufficient to reduce aircraft performance. Approach training relevant to all installed equipment will be conducted and simulator plans of action will be drafted by each training provider as appropriate to the FTE in use.

6.6 Operational/Simulated Systems Requirements

The training program must contain a flight check in the aircraft or a check in the simulator or training device to the level of proficiency of a pilot in command or second in command, as applicable, in at least the maneuvers and procedures that are capable of being performed in an aircraft simulator or training device.

Flight training and part-task training conducted under the curriculums in this chapter will be accomplished in one of the following FAA-approved devices:

- HS-125 Flight Simulation Training Device (FSTD)
- Other training device, mockup, system trainer, procedures trainer, simulator or training aid

NOTE: A current copy of the Statement of Qualification for each FAA-approved FSTD should be available from the 142 Training Center.

7 Types of Instrument Procedures, Conditions, and Minima to Be Addressed

Maneuvers and procedures trained should be tailored to the types of instrument procedures used by the operator, the environment in which they are flown, the airborne and ground equipment required for each type of operation, and any special considerations that may apply. Operating policies, procedures, and documentation applicable to the operator should be used. Training and evaluation should ensure that procedures can be safely flown considering the following factors:

1. Types of instrument procedures used (standard and special, lowest straight-in, or circling minima, if applicable);
2. The operator's manuals, charts, and checklists;
3. Aircraft type(s) model and/or series flown;
4. Flight guidance and/or visual system(s) and their corresponding category(s) of minima for each authorized system;
5. NAVAID(s) and visual aids used (LVO/SMGCS lighting if applicable);
6. Flightcrew procedures used (e.g., PF/PM duties or call-outs);
7. Airport and runway characteristics typically experienced;
8. Nearby critical terrain or obstruction environment;
9. Relevant normal, non-normal, and environmental conditions. Training and evaluation need only be conducted using relevant and representative procedures and conditions as allowed by the flight training equipment used (e.g., a representative mix of day, night, dusk, variable/patchy conditions, representative temperatures, landing runway altitudes, precipitation conditions, turbulence, and icing conditions); and
10. When multiple types of equipment, flight guidance, and/or systems are used (e.g., FD, SVGS, HUD, autoland, RA), training programs should address each combination of equipment and category of minima. For example, if the operator is authorized to conduct SA CAT I approaches using HUD and CAT II approaches using autoland, training should address each authorized combination separately.

7.1 Guidance for RNAV and ILS Instrument Approaches

Note: No special crew qualifications, other than those necessary for Area Navigation (RNAV) and Instrument Landing System (ILS) Instrument approaches, are currently specified for WAAS operations. If RNAV approaches are already integrated into a current training program, operators are not required to have a separate program to incorporate localizer performance with vertical guidance (LPV) and LP specific training elements from AC 90-107.

In the absence of a training program, operators should use this guidance to develop their training curriculum and document the training as outlined in subparagraph 9b.

7.2 WAAS Training Documentation

Parts 135 operators' applications for operational approval to use WAAS without restrictions or limitations on Instrument Approach Procedures (IAPs) should include documentation of the Wide Area Augmentation System (WAAS)-related training provided to flight crews, dispatchers and maintenance personnel, as appropriate.

7.3 Continuous Descent Final Approach (CDFA) Pilot Knowledge and Training

Pilots should be familiar with the information in AC 120-108 prior to conducting the operations discussed herein. For parts 135 operators, the approved operating procedures and training program should address the elements listed in AC 120-108. A review of applicable portions of the Pilot Knowledge Requirements and Training section in AC 90-100 is also recommended.

7.4 CAT I Qualification

Training, testing, checking, and evaluation for CAT I are basic to qualification for instrument flight rules (IFR) operations and should be accomplished in conjunction with basic aircraft type, model and/or series qualification. Training, testing, and evaluation should ensure each pilot has the necessary knowledge and skill appropriate to the type of qualification being completed. If CAT I Landing Minima with Reduced Lighting (Runway Visual Range (RVR) 1800) authorization is sought, flight crews must demonstrate proficiency in approaches to authorized minima using the FD, AP, or HUD as applicable.

8 Required Navigation Performance (RNP) Training

Parts 135 operators should have a training program addressing the operational practices, procedures and training items related to Required Navigation Performance (RNP) operations (e.g., initial, upgrade, or recurrent training for flight crew, operational control personnel, and maintenance personnel).

> **NOTE:** A separate training program is not required if RNP training is integrated in the current training program. However, the applicant must identify the elements required training elements from AC 90-105 within the existing training program.

9 Data Link Communications

Part 135 operators should have a training program addressing the operational practices, procedures, and training items related to data link communication operations (e.g., initial, upgrade, or recurrent training for pilots, operational control personnel, and maintenance personnel). If criteria for training or checking are other than as specified in AC 90-117, the criteria may be found in Flight Standardization Board (FSB) reports applicable to a particular aircraft type.

> **NOTE:** A separate training program is not required if data link communication training is integrated in the current training program. However, the applicant must identify the training elements from AC 90-117 within the existing training program.

Parts 135 operators should ensure their process contains training for pilots on equipment requirements, normal and non-normal operations and procedures, and limits of their data link communication capability. Pilots must receive data communications training specific to the avionics suite they will be operating. A common type rating does not guarantee the pilot has received training on the data communications equipment installed on a particular aircraft.

Operators should include the following objectives to ensure appropriate pilot data link communications qualification: (1) Provide necessary pilot knowledge of data link performance-based communication and surveillance concepts, systems, procedures, and skills to properly respond to data link communication clearances and advisories; and (2) Identify human factor issues specific to pilot operation and interaction with the communication software, hardware, and operating environment (e.g., head-down time, situational awareness, or loss of pilot response time in the Required Communication Performance (RCP) specification).

10 Testing and Checking

The training program must contain a flight check in the aircraft or a check in the simulator or training device to the level of proficiency of a pilot in command or second in command, as applicable, in at least the maneuvers and procedures that are capable of being performed in an aircraft simulator or training device.

Testing and checking conducted under the training curriculums in this chapter will be accomplished in an FAA-approved FSTD.

10.1 Added Type Rating Practical Test §61.157

The objective of the added type rating practical test is to ensure the pilot is eligible to receive a HS-125 type rating on his or her ATP Certificate.

The pilot must successfully complete the added type rating practical test qualification segment and receive a HS-125 type rating.

The added type rating practical test may be administered by an FAA Inspector or a contract training provider Training Center Evaluator.

10.2 Pilot Testing §135.293

The objective of the pilot testing qualification segment is to test the pilot's knowledge of general operating subjects and aircraft-specific systems, procedures and limitations, as well as ensure the pilot possesses the skills necessary to perform the maneuvers and procedures for the operations authorized and appropriate to the category, class and type of aircraft involved.

10.2.1 Aircraft Knowledge Test Modules §135.293(a)(2) & (3)

The scope of the oral/written portion of the aircraft knowledge test is defined by regulation. The items that will be evaluated during the oral portion of the practical test/proficiency check are specified in the 14 CFR parts and the Airline Transport Pilot (ATP) and Aircraft Type Rating Practical Test Standards for Airplane (ATP PTS). The aircraft knowledge testing modules may be administered by a Standardized Curriculum Check Pilot or FAA Inspector.

Once every 12 calendar months, each pilot qualified in an aircraft type is required to pass a written or oral test on that pilot's knowledge in aircraft-specific areas.

10.2.2 Aircraft Competency Check Modules §135.293(b)

Every twelve months, a pilot qualified in an aircraft type is required to complete an aircraft competency check in that type of aircraft. The aircraft competency check may include any of the maneuvers and procedures currently required for the original issuance of the particular pilot certificate required for the operations authorized and appropriate to the category, class and type of aircraft involved. The aircraft competency check qualification modules may be administered by a Contract Provider Check Airman or FAA Inspector.

Note: The instrument proficiency check required by §135.297 may be substituted for the aircraft competency check for the type of aircraft used in the check in accordance with §135.293(c).

10.3 Instrument Proficiency Check §135.297

The objective of the instrument proficiency check qualification segment is to ensure the pilot possesses the knowledge and skills necessary to perform the duties and responsibilities of a PIC under IFR.

The pilot must have completed an instrument proficiency check within the preceding six months to continue IFR revenue operations. If the pilot is assigned to more than one type of aircraft, that pilot must take the instrument proficiency check in each type of aircraft to which that pilot is assigned, in rotation, but not more than one flight check is required during each six-month period.

The instrument proficiency check qualification modules may be administered by a Standardized Curriculum Check Pilot or FAA Inspector.

10.4 Seat Dependent Checking

To ensure pilots are qualified for the flightcrew assignment and duty position each pilot will be assigned in the aircraft, pilots should demonstrate proficiency during qualification checking modules as follows:

5. A PIC who is only assigned PF from the left seat will undergo qualification checks from the left seat.
6. A SIC who is only assigned to the right seat will undergo qualification checks from the right seat.
7. A PIC who is assigned to left and right seat duty positions will demonstrate all PF duties from the left seat during qualification and train rejected takeoff, V1 cut, single engine approach to miss, and single engine landing from the right seat.

8. A SIC who is assigned to the left and right seat will demonstrate PF duties during qualification events from the left seat and demonstrate proficiency in all maneuvers required of a PIC.

NOTE: A SIC qualified to operate in both seats may document training in both (e.g. Nosewheel Steering Tiller – left seat) but is only required to demonstrate proficiency in the left seat.

10.5 PIC Qualification Checking Modules

The qualification segments in this curriculum include the testing and checking modules used to determine successful completion of the applicable curriculum. The pilot must complete the training set forth in the curriculum within the required eligibility period in order to be eligible for a qualification segment.

Tasks	**§135.297(c)/ §135.293(a)(2), (b) PIC Qualification**
Checking Module: Preflight Inspection	Per ATP and Type Rating ACS
Checking Module: Start Procedures	Per ATP and Type Rating ACS
Checking Module: Taxiing/Runway Operations	Per ATP and Type Rating ACS
Checking Module: Pretakeoff Checks	Per ATP and Type Rating ACS
Checking Module: Normal Takeoff	Per ATP and Type Rating ACS
Checking Module: Crosswind Takeoff	Per ATP and Type Rating ACS
Checking Module: Instrument Takeoff	Per ATP and Type Rating ACS
Checking Module: Takeoff with Powerplant Failure	Per ATP and Type Rating ACS
Checking Module: Rejected Takeoff	Per ATP and Type Rating ACS
Checking Module: Area Departure	Per ATP and Type Rating ACS
Checking Module: Steep Turns	Per ATP and Type Rating ACS
Checking Module: Stall Prevention (Approaches to Stalls)	Per ATP and Type Rating ACS
Checking Module: Powerplant Failure	Per ATP and Type Rating ACS

Tasks	§135.297(c)/ §135.293(a)(2), (b) PIC Qualification
Checking Module: Area Arrival	Per ATP and Type Rating ACS
Checking Module: Holding	Per ATP and Type Rating ACS
Checking Module: Normal ILS Approach	Per ATP and Type Rating ACS
Checking Module: Engine-out ILS	Per ATP and Type Rating ACS
Checking Module: Coupled Approach	Per ATP and Type Rating ACS
Checking Module: Nonprecision Approach	Per ATP and Type Rating ACS
Checking Module: Second Nonprecision Approach	Per ATP and Type Rating ACS
Checking Module: Missed Approach from an ILS	Per ATP and Type Rating ACS
Checking Module: Second Missed Approach	Per ATP and Type Rating ACS
Checking Module: Circling Approach	Per ATP and Type Rating ACS
Checking Module: Normal Landing	Per ATP and Type Rating ACS
Checking Module: Crosswind Landing	Per ATP and Type Rating ACS
Checking Module: Landing from an ILS	Per ATP and Type Rating ACS
Checking Module: Landing with an Engine Out	Per ATP and Type Rating ACS
Checking Module: Circling Approach to Landing	Per ATP and Type Rating ACS
Checking Module: Rejected Landing	Per ATP and Type Rating ACS
Checking Module: No-flap Approach to Landing	Per ATP and Type Rating ACS
Checking Module: System Malfunction	Per ATP and Type Rating ACS
Checking Module: Maneuver by Partial Panel	Per ATP and Type Rating ACS
Checking Module: Unusual Attitude Recovery	Per ATP and Type Rating ACS

10.6 SIC Qualification Checking Modules

The qualification segments in this curriculum include the testing and checking modules used to determine successful completion of the applicable curriculum. The pilot must complete the training set forth in the curriculum within the required eligibility period in order to be eligible for a qualification segment.

Tasks	**SIC Qualification 135.293(a)(2) and (b)**	**SIC Qualifications Checking Modules added by TSWG Recommendation:**
Checking Module: Preflight Inspection	Per ATP and Type Rating ACS	
Checking Module: Start Procedures	Per ATP and Type Rating ACS	
Checking Module: Taxiing/Runway Operations	Per ATP and Type Rating ACS	
Checking Module: Pretakeoff Checks	Per ATP and Type Rating ACS	
Checking Module: Normal Takeoff	Per ATP and Type Rating ACS	
Checking Module: Crosswind Takeoff	Per ATP and Type Rating ACS	
Checking Module: Instrument Takeoff	Per ATP and Type Rating ACS	X
Checking Module: Takeoff with Powerplant Failure	Per ATP and Type Rating ACS	
Checking Module: Rejected Takeoff	Per ATP and Type Rating ACS	X

Tasks	SIC Qualification 135.293(a)(2) and (b)	SIC Qualifications Checking Modules added by TSWG Recommendation:
Checking Module: Area Departure	Per ATP and Type Rating ACS	X
Checking Module: Steep Turns	N/A	
Checking Module: Stall Prevention (Approaches to Stalls)	Per ATP and Type Rating ACS	X
Checking Module: Powerplant Failure	Per ATP and Type Rating ACS	X
Checking Module: Area Arrival	Per ATP and Type Rating ACS	X
Checking Module: Holding	Per ATP and Type Rating ACS	X
Checking Module: Normal ILS Approach	Per ATP and Type Rating ACS	
Checking Module: Engine-out ILS	Per ATP and Type Rating ACS	X
Checking Module: Coupled Approach	Per ATP and Type Rating ACS	X
Checking Module: Nonprecision Approach	Per ATP and Type Rating ACS	
Checking Module: Second Nonprecision Approach	N/A	
Checking Module: Missed Approach from an ILS	Per ATP and Type Rating ACS	X
Checking Module: Second Missed Approach	N/A	
Checking Module: Circling Approach	Per ATP and Type Rating ACS	X
Checking Module: Normal Landing	Per ATP and Type Rating ACS	

Tasks	SIC Qualification 135.293(a)(2) and (b)	SIC Qualifications Checking Modules added by TSWG Recommendation:
Checking Module: Crosswind Landing	Per ATP and Type Rating ACS	
Checking Module: Landing from an ILS	Per ATP and Type Rating ACS	X
Checking Module: Landing with an Engine Out	Per ATP and Type Rating ACS	
Checking Module: Circling Approach to Landing	Per ATP and Type Rating ACS	X
Checking Module: Rejected Landing	Per ATP and Type Rating ACS	X
Checking Module: No-flap Approach to Landing	N/A	
Checking Module: System Malfunction	Per ATP and Type Rating ACS	
Checking Module: Maneuver by Partial Panel	Per ATP and Type Rating ACS	
Checking Module: Unusual Attitude Recovery	Per ATP and Type Rating ACS	

11 Training Segments

The objective of this curriculum is to provide adequate training to enable a pilot to understand the specific airplane systems and performance parameters.

11.1 Ground Training Segment

The primary objective of aircraft ground training is to provide pilots with the necessary knowledge for understanding the basic functions of aircraft systems, the use of the individual system components and the integration of aircraft systems and operational procedures.

Instruction on each aircraft system must be given in sufficient detail to ensure the pilot clearly understands system components, limitations, relevant controls, actuators, annunciators, and procedures for various system configurations. The pilot will also become familiar with the normal, abnormal and emergency operations of each aircraft system.

11.2 Systems Integration

Systems integration training provides the pilot with training on how aircraft systems interrelate with respect to normal, abnormal, and emergency procedures. System integration training includes flightcrew interaction in the use of checklists, CRM, and other operational procedures.

Effective systems integration training serves as a logical bridge between conventional ground training instructional delivery methods and flight training. This training allows students to become familiar with the flight deck layout, checklists, operator procedures, and other areas that are best learned before they conduct actual flight maneuvers and procedures. Pilots will perform the tasks listed in the SIT modules under the observation of an instructor or check pilot. Each pilot must demonstrate the associated learning objectives to the listed task expectation rating.

TASK EXPECTATION RATING	DESCRIPTION
Low	Trainee may require a significant level of instructor intervention (e.g., demonstrations, explanations, repetitions). Applicable to the first introduction of a task, maneuver or procedure, or where a task is a "train only" item.
Medium	The trainee may require a moderate level of instructor intervention or input. Some limited assistance is required. (e.g. coaching, instructing, prompting) to correct errors or improve task performance.
High	Minor instructional inputs, coaching or prompting is sometimes required to enhance task performance. Applicable where the trainee should be able to demonstrate the expected level of task maneuver or procedure proficiency with minimal or no instructor input.
Per ATP and Type Rating ACS	The ATP and Type Rating ACS will be used for evaluation purposes for checking and testing during any qualification segment.

Note: Applied CRM is monitored/practiced in each System Integration Lesson/Flight Simulator/Aircraft Module. Areas of applied CRM include checklist utilization, briefings, decision making, stress management, communications, use of automation, and situational awareness.

11.3 Flight Training Segment

The primary objective of flight training is to provide an opportunity for pilots to acquire the skills and knowledge necessary to perform to the ATP and Type Rating ACS. This provides for demonstration, instruction and practice of maneuvers and procedures (training events) pertinent to the pilot duty position in the HS-125.

The training flight will emphasize cold and hot weather operations in accordance with the AFM and AOM.

General briefing notes should include: Standards, expectations, SOPs, Crew interactions, overview of events, location of start point, applicable systems, weather, and common errors.

Pilots will perform the tasks listed in in the flight training modules under the observation of an instructor or check pilot. Each pilot must demonstrate the associated learning objectives to the listed task expectation rating.

TASK EXPECTATION RATION	DESCRIPTION
Low	Trainee may require a significant level of instructor intervention (e.g. demonstrations, explanations, repetitions). Applicable to the first introduction of a task, maneuver or procedure, or where a task is a "train only" item.
Medium	The trainee may require a moderate level of instructor intervention or input. Some limited assistance is required. (e.g., coaching, instructing, prompting) to correct errors or improve task performance.
High	Minor instructional inputs, coaching or prompting is sometimes required to enhance task performance. Applicable where the trainee should be able to demonstrate the expected level of task maneuver or procedure proficiency with minimal or no instructor input.
Per ATP and Type Rating ACS	The ATP and Type Rating ACS will be used for evaluation purposes for checking and testing during any qualification segment.

General debriefing notes should include: Facilitated, ask the crew how they did, preview of the next day, how it was graded.

NOTE: For those curriculums that lead to the issuance of a type rating or an ATP, at least one en route segment must be flown prior to the proficiency check. This segment must include a takeoff and departure from one airport with an arrival and a landing at a second airport. This segment must be flown in real time without repositioning. Normal and abnormal procedures may be accomplished during the en route segment. This module may be used to accomplish the en route segment.

NOTE: Applied CRM is monitored/practiced in each System Integration Lesson/Flight Simulator/Aircraft Module. Areas of applied CRM include checklist utilization, briefings, decision making, stress management, communications, use of automation, and situational awareness.

11.4 Seat Dependent Training

Pilots must receive training in seat dependent tasks in accordance with the FSB requirements as follows:

a) Use of nose wheel steering during taxi
b) RTO
c) Crosswind takeoffs and landings
d) Category (CAT) II/III Operations
e) Engine Inoperative Landings
f) Emergency Communications
g) Loss of all generators
h) Emergency descent
i) Operation on emergency power

NOTE: A SIC qualified to operate in both seats will document training in both (e.g., Nosewheel Steering Tiller – left seat) but is only required to demonstrate proficiency in the left seat.

NOTE: A PIC who is assigned to left and right seat duty positions will demonstrate all PF duties from the left seat during qualification and train rejected takeoff, V1 cut, single engine approach to miss, and single engine landing from the right seat.

11.5 Training Course Outlines

The curricula outlines include the planned training hours that will be applied to each curriculum segment. Planned hours for flight training modules do not include preflight/post-flight briefings.

11.5.1 Course 1 Training Hours Summary

Course 1			
Day 1	**Planned Hours**	**Ground**	**Systems Integration**
Aircraft General, Water and Waste	1.0	8.0	
Aircraft Manuals	1.0		
Auxiliary Power Unit	1.0		
Electrical	3.0		
Powerplant	2.0		
Day 2	**Planned Hours**	**Ground**	**Systems Integration**

Oil System	0.5	8.0	
Fuel System	1.5		
Hydraulic System	1.0		
Landing Gear and Brakes	1.5		
Thrust Reverse	1.0		
Pneumatic and Environmental Systems	2.5		
Day 3	**Planned Hours**	**Ground**	**Systems Integration**
Avionics	8.0	8.0	
Day 4	**Planned Hours**	**Ground**	**Systems Integration**
Ice Protection	1.7	8.0	
Oxygen	1.0		
Pitot-static System	0.8		
Flight Controls	3.0		
Fire and Smoke Detection Protection and Suppression	1.5		
Day 5	**Planned Hours**	**Ground**	**Systems Integration**
Lighting	0.8	8.0	
Flight Profiles and Maneuvers	2.0		
CRM	4.0		
Windshear	1.2		
Day 6	**Planned Hours**	**Ground**	**Systems Integration**
Weight and Balance	1.0	8.0	
Flight Planning and Performance	3.0		
MEL and CDL	0.5		
Preflight	2.5		
Ground School Completion Exam	1.0		

Day 7 Systems Integration 1	**Planned Hours**	**Ground**	**Systems Integration**
Interior and exterior preflight/Visual Inspection and prestart procedures	1.0		4.0
Powerplant Start	0.5		
Before Takeoff Checks	1		
Use of FMS	1.5		
Day 8 Systems Integration 2	**Planned Hours**	**Ground**	**Systems Integration**
Interior preflight and prestart procedures	0.4		4.0
Powerplant Start	0.2		
Before Takeoff Checks	0.3		
Normal Takeoff and Climb	0.3		
Departure Procedures	0.2		
Holding	0.3		

Normal Approach and Landing	0.3		
Instrument Takeoff	0.3		
Arrival Procedures	0.3		
Precision Approach	0.3		
Missed Approach	0.3		
Non-precision Approach	0.3		
Go-Around/Rejected Landing	0.2		
Landing From a Precision Approach	0.1		
After Landing, Parking and Securing	0.2		

Day 9 Systems Integration 3	**Planned Hours**	**Ground**	**Systems Integration**
Interior preflight and prestart procedures	0.2		4.0
Powerplant Start	0.1		
Before Takeoff Checks	0.2		
Rejected Takeoff	0.1		
Powerplant Failure During Takeoff at V1	0.2		
Powerplant Failure During Second Segment	0.2		
Missed Approach - OEI	0.3		
Normal Takeoff and Climb	0.2		
Departure Procedures	0.2		
Holding	0.2		
Arrival Procedures	0.3		
Precision Approach	0.3		
Missed Approach	0.3		
Nonprecision Approach	0.3		
Go-Around/Rejected Landing	0.3		
Landing From a Precision Approach	0.1		
Instrument Takeoff	0.2		
Normal Approach and Landing	0.2		
After landing, parking and securing	0.1		

Simulator Session 1	**Brief**	**Crew**	**Single**
Interior preflight and prestart procedures	2.0	4.0	4.0 (2.0 hours of PF and 2.0 Hours of PM)
Powerplant start			
Taxi			
Before takeoff checks			
Normal takeoff and climb			
Departure procedures			
Steep turns			
Clean configuration stall prevention			
Partial flap configuration stall prevention			
Landing configuration stall prevention			

Simulator Session 1	Brief	Crew	Single
Recovery from unusual flight attitudes			
Arrival procedures			
Normal approach and landing			
Go around/rejected landing			
Precision approach			
Missed approach			
Landing from a precision approach			
After landing, parking and securing			

Simulator Session 2	Brief	Crew	Single
Powerplant start	2.0	4.0	2.0
Taxi			
Before takeoff checks			
Lower than Standard Minimum Takeoff			
Departure procedures			
TCAS resolution advisory (RA)			
TCAS resolution advisory (TA)			
Inflight powerplant failure and restart			
Holding			
Non precision approach			
Missed approach			
Visual approach			
Normal approach and landing			

Simulator Session 3	Brief	Crew	Single
Taxi	2.0	4.0	2.0
Before takeoff checks			
Instrument takeoff			
Powerplant Failure During Takeoff at V1			
Departure procedures			
Arrival procedures			
Precision Approach with Powerplant Failure (manual control)			
Missed approach OEI			
Approach and landing with a powerplant failure			
Rejected takeoff			
Normal takeoff and climb			
Inflight Powerplant Failure and Restart			
Holding			
Inflight fire and smoke			
Flight by reference to standby flight instruments, backup instrumentation, or partial panel			

Non precision approach			
Airframe icing			
Visual approach			
Normal approach and landing			
Emergency evacuation			

Simulator Session 4	**Brief**	**Crew**	**Single**
Taxi			
Before Takeoff Checks			
Normal Takeoff and Climb			
Windshear escape maneuver during take off			
Departure Procedures			
Steep Turns			
Recovery From Unusual Flight Attitudes			
TCAS Traffic Advisory (TA)			
TCAS Resolution Advisory (RA)			
Non-precision Approach	2.0	4.0	2.0
Circling Approach			
Missed Approach			
Landing From a Circling Approach			
Visual Approach (VFR Procedures)			
Windshear escape maneuver during landing			
Go-Around/Rejected Landing			
Normal Approach and Landing			
Landing from a No Flap or Nonstandard Flap Approach			
After landing, parking and securing			

Simulator Session 5	**Brief**	**Crew**	**Single**
Interior preflight inspection and prestart procedures			
Powerplant Start			
Taxi			
Before Takeoff Checks			
Rejected Takeoff			
Normal Takeoff and Climb			
Powerplant Failure During Second Segment			
OEI Climb to En Route Altitude	2.0	4.0	2.0
Inflight Powerplant Failure and Restart			
Precision Approach			
Landing From a Precision Approach			
Instrument Takeoff			
Powerplant Failure During Takeoff at V1			
Departure Procedures			
Precision Approach with Powerplant Failure (manual control)			

Missed Approach - OEI			
Approach and Landing with a Powerplant Failure			
Stall Prevention and Recovery			
Circling Approach			
Missed Approach			
Landing From a Circling Approach			
Visual Approach (VFR Procedures)			
Landing with Pitch Mistrim			
Inflight fire and smoke			
Normal Approach and Landing			
Emergency evacuation			

Simulator Session 6 (LOFT)	**Brief**	**Crew**	**Single**
LOFT scenario shall be constructed in accordance with AC 120-35D (Flightcrew Member Line-Operational Simulations: Line-Oriented Flight Training, Special Purpose Operational Training, Line Operational Evaluation).	2.0	4.0	4.0

Course 2			
Day 1	**Planned Hours**	**Ground**	**Systems Integration**
Aircraft Manuals	0.25	8.0	0.0
MEL and CDL	0.25		
CRM	1.00		
Aircraft General	0.75		
Weight and Balance	1.00		
Flight Planning and Performance	1.00		
Flight Profiles and Maneuvers	0.50		
Avionics and Communications	1.50		
Windshear	0.25		
Lighting	0.25		
Auxiliary Power Unit	0.25		
Electrical System	1.00		

Day 2	Planned Hours	Ground	Systems Integration
Avionics and Communications	1.00	8.0	0.0
Powerplant	1.00		
Oil System	0.25		
Thrust Reverse	0.50		
Fuel System	0.50		
Hydraulic System	0.50		
Landing Gear and Brakes	0.50		
Fire and Smoke Detection, Protection and Suppression	0.50		
Flight Controls	0.75		
Pneumatic and Environmental Systems	1.00		
Pitot-static System	0.25		
Ice Protection	0.50		
Oxygen	0.25		
Ground School Completion Exam	0.50		

Simulator Session 1	Brief	Crew	Single
Interior preflight and prestart procedures			
Powerplant Start			
Taxi			
Before Takeoff Checks			
Normal Takeoff and Climb			
Departure Procedures			
Steep Turns			
Recovery From Unusual Flight Attitudes			
Clean Configuration Stall prevention			
Partial Flap Configuration Stall Prevention			
Landing Configuration Stall Prevention			
Arrival Procedures			
Precision Approach			
Missed Approach			
Go-Around/Rejected Landing			
Landing From a Precision Approach			
Normal Approach and Landing			

Simulator Session 2	Brief	Crew	Single
Taxi			
Instrument takeoff			
Stall Prevention and Recovery			

Simulator Session 2	**Brief**	**Crew**	**Single**
TCAS Traffic Advisory (TA)			
TCAS Resolution Advisory (RA)			
Decompression			
Emergency Decent			
Holding			
Nonprecision Approach			
Missed Approach			
Inflight Powerplant Failure and Restart			
Circling Approach			
Landing From a Circling Approach			
Visual Approach			
Landing from a No Flap or Nonstandard Flap Approach			
Landing with Pitch Mistrim			

Simulator Session 3	**Brief**	**Crew**	**Single**
Taxi			
Rejected Takeoff			
Instrument Takeoff			
Powerplant Failure During Takeoff at V1			
Airframe icing			
Precision Approach with Powerplant Failure (manual control)			
Missed Approach - OEI			
Precision Approach			
Landing From a Precision Approach			
Lower than Standard Minimum Takeoff			
Powerplant Failure During Second Segment			
OEI Climb to En Route Altitude			
Nonprecision Approach			
Approach and Landing with a Powerplant Failure			
Inflight fire and smoke			
Flight by reference to standby flight instruments, backup instrumentation, or partial panel			
Emergency evacuation			

11.5.1 Differences Training Curricula

Differences from BAe-125-800A/XP, Hawker 800 to BAe-125-800A/XP, Hawker 800 with Honeywell CDS/R						
Ground		**Systems Integration (Requires minimum Level 4 FTD)**		**Sim**		**Checking**
Initial	Recurrent	Initial	Recurrent	Initial	Recurrent	
1.0	0.5	4.0	1.0	N/A	N/A	Level B

Differences from Hawker 900XP to Hawker 800XP/850XP						
Ground		**Systems Integration (Requires minimum Level 4 FTD)**		**Sim**		**Checking**
Initial	Recurrent	Initial	Recurrent	Initial	Recurrent	
1.0	0.5	0.5	0.5	N/A	N/A	Level A (Level B if IFIS 5000 equipped)

Differences from BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800A/XP with Collins IDS-3000						
Ground		**Systems Integration (Requires minimum Level 6 FTD)**		**Sim**		**Checking**
Initial	Recurrent	Initial	Recurrent	Initial	Recurrent	
1.0	0.5	4.0	1.0	N/A	N/A	Level C

Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21						
Ground		**Systems Integration (Requires minimum Level 4 FTD)**		**Sim**		**Checking**
Initial	Recurrent	Initial	Recurrent	Initial	Recurrent	
4.0	2.0	4.0	2.0	N/A	N/A	Level B

Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell						
Ground		**Systems Integration (Requires minimum Level 4 FTD)**		**Sim**		**Checking**
Initial	Recurrent	Initial	Recurrent	Initial	Recurrent	

4.0	2.0	4.0	2.0	N/A	N/A	Level B

Appendix F – HS-125 Standardized Operating Procedures, Maneuvers, and Callouts

HS-125 Standardized Curriculum

1 Introduction

Standard Operating Procedures (SOPs) are essential to the safety of flight because they provide a common methodology of flying the aircraft. Compliance with SOPs means following the appropriate procedure at the appropriate time. In other words, doing it the right way, every time. SOPs are an important barrier to potential crewmember errors caused by fatigue, distraction, stress, or inattention. Therefore, SOPs create a more reliable crew as these errors are more likely to be captured if nonstandard procedures are introduced into a given flight scenario. In addition, strict adherence to SOPs allows a crew to more effectively manage the flight when unforeseen issues arise such as mechanical irregularities or unexpected weather.

The crew concept is an important element of SOPs. The spirit of Crew Resource Management (CRM) is utilizing all available resources (including cabin staff) to maintain flight safety, by recognizing threats, and preventing threats from becoming errors.

There are external and internal resources available. For example, Air Traffic Control (ATC) is an external resource. ATC can provide important information about weather, traffic, and airport flow management. In addition, a Flight Service Station (FSS) can help with clearances and provide other essential information when contact with ATC is not possible (such as during ground operations).

The crew is the primary internal source of CRM. Communication is the essential element of CRM on the flight deck. Therefore, a crewmember must be able to demonstrate effective oral, non-verbal, and written communications in normal and non-normal situations. Briefings are an example of a strategy used in CRM because they create a shared mental model of how a flight will be managed. In addition to departure and arrival briefings, there are items that can be briefed as needed, in real time during the flight. For example, if a crossing restriction is issued, the pilot flying (PF) should brief the pilot monitoring (PM) how they intend to meet the restriction. Briefings give the PM an opportunity to remind the PF of the plan in case of distractions.

Even though the pilot in command (PIC) is responsible for the conduct of the flight, the second in command (SIC) must offer input to address any questions or concerns regarding the condition and safety of that flight. It’s important to remember that each crewmember can communicate identifiable conditions which may interfere with the safe outcome of a flight. Just as the PIC should seek information from an external resource such as ATC, input from the SIC should also be sought. Again, communication and agreement between PIC and SIC are imperative.

Implementation of any procedure as an SOP is most effective when:

- The procedure is appropriate to the situation
- The procedure is practical to use
- Crewmembers understand the reasons for the procedure
- Crewmember duties are clearly delineated

- Effective training is conducted
- Adherence to the standard is emphasized by flight crews, and reinforced by instructors, check pilots, and managers alike
- Crewmembers are aware of the potential risks/hazards if SOPs are not followed

2 Checklists

Checklists are tools that support a flight crew's effectiveness in ensuring that all required actions are performed without omission and in an orderly manner. Effective checklists are pertinent and concise. Use them the way they are written—verbatim, smartly, and professionally. Checklists for abnormal/emergency procedures are typically presented in a Quick Reference Handbook (QRH).

Several naming conventions for checklists exist. Regardless of the convention, the execution of checklists falls into two general categories:

- Those that allow for items to be accomplished using a flow, and then verified using the appropriate checklist; and
- Those where each item is actioned in response to a challenge.

If using Flow Patterns, accomplish the cockpit setup for each phase of flight with the desired flow pattern then refer to the checklist to verify the setup. Use normal checklists as "done lists" rather than "do lists." Flow patterns are disciplined procedures; they require pilots who understand the aircraft systems/controls and who methodically accomplish the flow pattern. For those flight departments who do not use flow patterns, the normal "Challenge -Do-Verify" method may be used.

The **Do-Verify (DV), also known as Challenge and Response**, method consists of the checklist being accomplished in a variable sequence without a preliminary challenge, typically following a flow pattern. These checklists usually relate to the normal operation of the aircraft. Specific critical items are checked /cross-checked, whereby the PM reads the items to be checked and the PF confirms (visually) the proper status/configuration of the appropriate items. The DV method allows the flight crew to use flow patterns from memory to accomplish a series of actions quickly and efficiently. Each individual crewmember can work independently, which helps balance the workload between crewmembers.

The **Challenge-Do-Verify (CDV), also known as Read-and-Do**, method consists of a crewmember making a challenge before an action is initiated, taking the action, and then verifying that the action item has been accomplished. This method is most effective when one crewmember issues the challenge and the second crewmember takes the action and responds to the first crewmember, verifying that the action was taken. This requires that the checklist be accomplished methodically, one item at a time, in an unvarying sequence. These types of checklists usually relate to non-normal (abnormal and emergency) procedures for which a cockpit flow pattern performed from memory is not suitable.

Mechanical or **electronic checklists** differ in format from paper, hand-held checklists, but not in the design method or use. The actions these checklists contain and their sequencing are consistent with the paper version (when required) available to the flight crew. Some electronic checklists will have an ability to automatically detect the completion of an action based on switch position, system state, or both. In electronic checklists, the verification required may be a matter of observing that the items are complete via the display method used (for example, a completed item turns green).

2.1 Normal Procedures

The normal procedures checklist should be thought of as routine in day-to-day flying. It should be accomplished using the following procedures. The application of a normal procedure checklist should be initiated (called for or requested) by the pilot flying (PF) and then read by the pilot monitoring (PM).

2.1.1 Checklist Initiation

It is the PF's responsibility to call for the checklist at the appropriate time to ensure the aircraft is in correct configuration for that portion of flight. The PM will be responsible for verifying checklists items as appropriate.

If a Flow Pattern is used, the PM will generally accomplish the flow pattern and then verify that the items have been completed using the checklist. The PM then acknowledges completion of the checklist to the PF, stating "checklist complete."

If a challenge-response method is used to execute a checklist, after the PF initiates the checklist, the PM challenges by reading the checklist item aloud. The PF is responsible for verifying that the items designated as PF or seat position (i.e., LH or RH) are accomplished and for responding orally to the challenge.

Items designated on the checklist as PM or by seat position are the PM's responsibility. The PM accomplishes the item, then responds orally to their own challenge. In all cases, the response by either pilot is confirmed by the other and any disagreement is resolved prior to continuing the checklist.

After the completion of any checklist, the PM states "checklist is complete." This allows the PF to maintain situational awareness during checklist phases and prompts the PF to continue to the next checklist, if required.

If the PF fails to initiate a normal checklist at the appropriate time, good CRM practice requires that the PM suggest the initiation of the applicable checklist. Normal procedures checklist operations should be called for in a timely manner during low-workload periods (conditions permitting) to prevent any undue pressure or possible interruption that could defeat the purpose of the checklist and potentially be detrimental to safety. For example, calling for the Before Takeoff Checklist while the PM is copying the ATC clearance is poor timing and should be avoided.

Situational awareness is not limited to only understanding the time/space relationship of the aircraft, but also includes an awareness of each crew member's current workload. Time and workload management, including the availability of the other pilot to participate, are key factors in the initiation and effective conduct of normal checklists.

2.2 One Pilot in Cockpit

The Preflight Inspection, Cockpit Preparation, Before Starting Engines and Shutdown checklist may be accomplished by one pilot alone. The Normal Engine Ground Start checklist may also be accomplished by one pilot but this is considered a non-normal procedure. A pilot that completes a checklist alone must advise the other pilot which checklist(s) has/have been completed.

2.3 Both Pilots in Cockpit

The normal method for conducting checklists in the HS-125 is using "Challenge and Response". Any response that is different from that which is listed indicates something is abnormal and must be challenged by the other crewmember before continuing. In all cases, follow specific company operating procedures when accomplishing checklists in the aircraft. When a response on a checklist is "as required" the appropriate crewmember should respond according to the actual switch position.

2.3.1 Omission of Checklists

While the PF is responsible for initiating checklists, the PM should ask the PF whether a checklist should be started if, in their opinion, a checklist is overlooked. As an expression of good crew resource management, such prompting is appropriate for any flight situation.

2.3.2 Actioning Normal Checklists

Critical items require a response by the PF. Less-critical items may be both challenged, completed, and responded to by the PM alone. To enhance communication and understanding between crewmembers, standard rules and phraseology should be used when conducting normal checklists:

- The challenged crewmember should respond only after verifying the required configuration and correcting any deviations from the correct settings
- If the required configuration is not possible, the challenged crewmember should clearly and completely respond by stating the actual configuration
- The challenging crewmember should always wait for a definitive response (and should cross-check the validity of the response) before moving to the next item

- For all aircraft, the crewmember responsible for reading the checklist should be responsible for ensuring that the checklist is completed systematically and expeditiously. This crewmember should be responsible for managing interruptions, cross-checking the controls and indicators to ensure that the required actions have been accomplished, and for reporting that the checklist has been completed.

NOTE: Some checklists include a line that defines a logical hold point to allow partial completion of the checklist. The crew can complete the checklist down to that line and then pause until further action is appropriate, and the remaining checklist items can be meaningfully completed. For those checklists, the PF would initiate the checklist by saying, "(Checklist name) to the line." Once those items are complete, the PM should state, "(Checklist name) to the line, complete."

2.3.3 Interrupting and Resuming Checklists

If a normal checklist must be interrupted for any reason, the PF should state a clear hold at the specific item in the checklist such as, "Hold checklist at (item)." An explicit call such as, "Resume (continue) checklist at (item)," should be made before the checklist is resumed.

NOTE: Upon resuming the normal checklist after an interruption, consideration may also be given by either the PF or PM to starting the entire checklist over, with the possible exception of electronic checklists.

2.3.4 Checklist Terminology

Checklist terminology is controlled to ensure clarity and common understanding between crewmembers.

- The challenges and responses on the checklist should be consistent with the labeling on the switches and controls in the cockpit
- Terms such as "tested," "checked," and "set" are acceptable terms only when they are clearly defined and consistently used
- This document establishes a consistent policy concerning responses to items with variable settings. "As required" may be printed on the checklist but a response that gives the actual setting is normally appropriate.
    - Items that require variable responses should be carefully evaluated. Such items may not actually be required on the checklist or may be more appropriately included in the system management portion of a checklist.
- With limited exception, when specific quantities are required, a response of "checked" is not acceptable. Responses to checklist items concerning liquid or gas quantities should be made in terms of the actual quantities on board compared to the specific quantity required, for example: "10,000 pounds required, 10,400 on board."
    - A response of "checked" is acceptable when a range of quantity is permitted

and the range is marked on an indicator, such as a green arc on an oil quantity gauge.

- Excess verbiage on checklists should be discouraged. For example, a checklist item of “Reduce airspeed to 130 KIAS for best glide” can be abbreviated as “BEST GLIDE – 130 KIAS.”
- Ambiguous verbiage on checklists is not acceptable. For example, “takeoff power” can mean either to advance the power or to retard the power.
- Emergency procedures should be clearly defined prior to the first flight of the day to determine each crew member’s responsibilities in the event an emergency or abnormal condition arise during the flight segment(s) (e.g., crew member priorities for passenger handling, aircraft securing, etc.)

2.4 Challenge/No Response

If the PM observes and challenges a flight deviation or critical situation, the PF should respond immediately. If the PF does not respond by oral communication or action, the PM must issue a second challenge that is loud and clear. If the PF does not respond after the second challenge, the PM must ensure the safety of the aircraft, announce that they are assuming control, and then take the necessary actions to return the aircraft to a safe operating envelope.

2.5 Definitions:

LH/RH: Pilot Station

- Designation of seat position for accomplishing a given task because of proximity to the respective control/indicator. Regardless of PF or PM role, the pilot in that seat performs tasks and responds to checklist challenges accordingly.
- PF: Pilot Flying
- The pilot responsible for controlling the flight of the aircraft, either manually or through automation monitoring.
- PM: Pilot Monitoring
- The pilot who is monitoring the flight of the aircraft and actions of the PF.
- PIC: Pilot-in-Command
- The Pilot responsible for the operation and safety of an aircraft during flight time.

3 Briefings

Understanding that your fellow crew members do not have an infinite attention span, a long and detailed briefing is of little value if other crew members are task saturated.

Briefings enhance standardization and open communication between flight crewmembers by setting expectations and encouraging participation and teamwork. Effective communication requires both input and feedback. The ultimate objective is for the flight crew to know and understand the operation, not just cover a rote, generic list of items in each briefing.

A significant difference from prior briefing standards is the intentional identification of threats, and who initiates the identification of threats, relative to each phase of flight. In each briefing, the PM should identify relevant threats for the flight and open the briefing discussion with PF. A threat-based briefing concept, referred to as Threats, Plan, Considerations (TPC) has been designed to allow for the flight crewmembers to generate a discussion applicable to Threat and Error Management (TEM) in each specific phase of flight. Flight crewmembers should conduct TPC briefings in an interactive and collaborative manner, with each flight crewmember given the opportunity to give and receive input. Therefore, it is up to the flight crew to decide, based on professional judgement, what is appropriate to be discussed.

> **NOTE**: It is recognized that the number and quality of threats will vary based on each flight-specific scenario, and the briefings will be scaled to account for the variability of the present conditions.

Appendix 1 provides examples of how briefings may be structured to provide a standardized approach to the TPC concept.

3.1 General

The departure Briefing should always be accomplished during a low stress environment such as on the ramp before aircraft movement. If a runway change occurs during aircraft movement, the aircraft should be stopped when possible and the Takeoff Briefing accomplished with the Parking Brake set. Loading FMS data or accomplishing a Takeoff Briefing while the aircraft is taxiing is not recommended. The Takeoff Briefing has the most variables of any crew briefing. While it is impossible to list every variable, The departure briefing is conducted by the designated PF after the threats have been identified by the PM. It enables the PF to inform the PM of the planned course of actions (e.g., expectations, roles and responsibilities, unique requirements) for both normal and abnormal conditions during takeoff.

A full briefing should be conducted during the first flight of the day. Subsequent briefings may either be abbreviated or expanded to address specific threats and/or aspects of each subsequent flight segment.

The departure briefing should be guided and illustrated by referring to the applicable flight management system (FMS) pages, paper or electronic charts, and the navigation display to visualize the departure route and confirm the applicable data entries. Crews should exercise caution to avoid the element of complacency from detracting from the departure briefing. The briefing should focus on situationally relevant considerations.

Elements of a departure briefing/aircraft set-up should include, but are not limited to, the identified threats and plan(s) to mitigate errors, as applicable, related to:

- Weather information, runway/taxiway in use, and operational factors (such as de-icing information or land-and-hold short operations in effect), and weather required for an air-return or continuation to a takeoff alternate
- Applicable NOTAMs to determine the effect of airport surface closures, construction, NAVAID outages, and airspace restrictions
- Operational impacts of weather to include use of radar, windshear recovery procedures, use of anti-icing systems
- Dispatch conditions affecting takeoff performance such as high temperature operations, cold temperature conversions, or operating in mountainous terrain
- Maintenance logbook (MEL/CDL) to determine operational impact
- Takeoff performance limitations (structural, runway, second segment climb, obstacles) as well as any specific takeoff performance limitations (minimum climb gradient needed)
- Weight and balance data
- Engine-out procedures and departure path/altitude
- Expected takeoff runway, the runway condition and wind component
- Set computed takeoff data for the prevailing conditions including slats/flaps configuration, V-speeds, thrust settings, bleed air configuration, and anti-ice
- Noise-abatement procedure
- Initial altitude, routing, airspeed, airspace restrictions, and any special considerations
- NAVAIDs as required to fly and/or cross-check the departure path including altitude constraints
- Considerations for a rejected takeoff (RTO). Unless prohibited by the OEM, either pilot may call for a rejected takeoff (RTO). The PF will initiate the abort
    - NOTE: In aircraft where a tiller is present and the PF is in a pilot station without access to, or control of, the tiller, the PM will maintain directional control of the aircraft until a safe condition is available to transfer flight controls.
- When operating an aircraft that does not have a door between the flight deck and the passenger compartment, the pilot may need to ask passengers to maintain a sterile cockpit and refrain from unnecessary conversation from the time the preflight preparations begin until the time the aircraft is clear of the terminal area and at cruising altitude. The same procedure should be followed on arrival, from the time landing preparations begin until the aircraft is safely stopped at the terminal.

3.2 Takeoff Briefing and the Go/No Go Decision

3.2.1 Go/No-Go Decision Criteria

The takeoff phase is arguably the most dangerous phase of aviation. Unlike other decisions in aviation, the Go/No-Go decision to abort or continue a takeoff is almost always irrevocable once it has been made. For this reason, the need for mental preparation based on current conditions cannot be overemphasized. Since conditions can vary greatly, it is best to decide on general guidelines and principles rather than extreme levels of detail:

- The first general guideline is to recall that the only malfunction, for which an aborted takeoff must be accomplished in order to meet performance criteria, is engine failure prior to V1. An aborted takeoff for all other malfunctions or conditions is at the discretion of the PIC.
- The second guideline deals with a loss of directional control. This could happen due to many factors including engine failure, thrust reverser deployment, nosewheel steering malfunctions, etc. If any of these events occur, it would be prudent to abort the takeoff. But what if there was an indication of thrust reverser deployment, but no loss of directional control? If the takeoff is on a minimum length runway, it may be prudent to continue the takeoff since no loss of directional control would indicate an erroneous indication.
- The last general guideline is an aircraft deemed unsafe to fly. More than any other, this guideline highlights the many items that could influence the crew's decision to abort a takeoff or continue a takeoff. Given the inherent risks associated with a high-speed abort, great care must be taken when aborting the takeoff for indications alone absent any other evidence of an actual concern about the aircraft's ability to safely become airborne. This is especially critical for those situations where you are runway length limited and is approaching V1. Examples include, but are not limited to the following:
    - If the stick shaker is activated just prior to V_1 – is that a truly unsafe condition, or an erroneous angle of attack issue?
    - If multiple tire failures produced high vibration at V1, would you continue the takeoff, or try to stop with multiple failed tires?
    - If a red Door Open CAS message illuminates at V1, does that make the aircraft unsafe to fly?

Understanding that your fellow crew members do not have an infinite attention span, a long and detailed takeoff briefing is of little value if other crew members are not really listening. A high-speed abort can be a very serious event, and depending on runway length, weather conditions, and runway conditions, the situation can become critical.

3.2.2 Takeoff Briefing

If not previously briefed and confirmed in the departure briefing, a Takeoff Briefing should be conducted and include the following minimum items:

- Identified threats, plans, and considerations (TPC) to mitigate errors, as applicable
- Departure runway
- Departure procedure
- Power settings
- Speeds
- Abnormal or emergency procedures prior to or after reaching decision speed (i.e., RTO)
- Emergency return intentions
- Expectations of the other crewmember during the takeoff/departure

3.3 Arrival/Approach Briefing

While approach briefings are a very important part of a safe and effectively flown approach, two human factor realities must be considered: First is that the best briefings are not necessarily defined as the longest briefings. In most cases, short and to the point is better. Second is the attention and stress level of the pilot being briefed. Studies have shown that even at moderate cockpit stress levels, most of a long approach briefing will be tuned out by the other pilot as he/she attempts to manage their stress and prioritize duties.

When setting up for an arrival/approach, a standard briefing format (see below) should be used. Under normal operations, each pilot is responsible for setting up their respective radios and NAVAIDs. The PF briefs the approach/landing after transferring (monitoring) the flight controls to the PM. Emergency operations (or absence of autopilot) may require deviations from this procedure.

After confirming the correct page number and date of the approach, start on the briefing strip at the top of the approach plate, and read across. Read the initial portion of the missed approach strip. Read any special notes pertinent to the approach. End the briefing with required visibility and approach lighting.

An arrival/approach briefing should communicate the following general elements with due consideration to the actual operational situation:

- Identified threats, plans, and considerations (TPC) to mitigate errors, as applicable
- For arrival procedures, a review of lateral and vertical flight path management including published, or ATC assigned speed restrictions
- Runway in use
- Instrument approach procedure identification and details
- Weather information (0perational impacts such as use of radar, anti-ice, windshear)
- Applicable NOTAMs
- Landing performance considerations
- Runway(s)/taxiway(s) in use (surface conditions, wind direction, Deice, LAHSO, etc.)

- Terrain considerations / Obstacle clearance
- Required NAVAIDS
- Minimum altitudes
- Method required to establish aircraft on approach (radar vectors, transition route)
- Lateral and vertical flight path management
- Automation use
- Speed restrictions
- Communication requirements
- Fuel requirements (including alternate fuel)
- Any abnormal procedures such as system malfunctions, MELs
- Missed approach procedure (radar and non-radar procedures)

Following a chart brief, the airport diagram should be reviewed with emphasis on runway conditions, length, landing distance requirements, landing speeds, anticipated turnoff point, anticipated taxi routes, and low-visibility taxi operations. Additionally, if a planned departure from normal SOPs is required to meet an operational requirement, this should be clearly reviewed and discussed during the briefing and prior to commencing the approach.

4 Philosophy for the Use of Advanced Technology Equipment

1. **Fly the aircraft**
   The flight crew is always responsible, above all else, to fly the airplane. This responsibility cannot be delegated or be allowed to pass unattended to automated equipment.
2. **Cockpit automation should enhance flight crew situational awareness**
   The use of cockpit automation should contribute to situational awareness of the flight crew. It should always be managed to increase situational awareness and reduce workload.
3. **Reversion to manual flight control / navigation**
   When cockpit automation interferes with situational awareness, automation should be removed and the flight crew should revert to manual flying to the extent necessary to regain situational awareness and maintain safe flight. If the automation is producing a result that is not immediately recognizable as unquestionably accurate, **DO NOT** attempt to diagnose the problem by interacting with the automation **while** the automation is still in control of the aircraft. Remove the automation's control of the aircraft and manually fly the aircraft along the correct lateral and vertical flight path, then the pilot monitoring can diagnose the discrepancy with the automation.
4. **Confirmation of information**
   Flight crewmembers should confirm receipt of information from each other, from sources outside the cockpit, and from automated sources. This can be accomplished by read-back, challenge and response, using independent resources, and announcing data from automated

sources. Furthermore, all information and data received should be considered for logic and appropriateness.

5. **Human-centered automation**

   The safe, efficient operation of an aircraft is the sole responsibility of the flight crew. Use of automated equipment should always support the ability of the flight crew to perform required tasks safely and in as low a workload environment as possible. Whether using something as basic as the autopilot, or as advanced as the HUD/EVS, if you don't understand the automation completely, your workload will increase. While there can be no substitution for an extremely high level of proficiency with all of the G550's automation, it should only be used to the extent that it supports the flight crew. Remember, automation is there to serve us. We are not there to serve the automation.

6. **Guidance Panel Setting**

   When hand flying the aircraft, DO NOT make inputs into the Guidance Panel (GP). The PF should command the PM to make the GP inputs that you wish to make. When Autopilot is engaged, the PF should make all GP inputs with the exception of an ATC cleared altitude. An ATC cleared altitude should always be set into the GP Preselect Window by the PM. This methodology keeps both pilots "in the loop" to the greatest degree possible

4.1 Use of Automation

Automation features vary widely among aircraft. Regardless of the level of automation, the flight crew must be able to master its use, know when it is not working properly, and be able to assume manual control when necessary to maintain safety of flight and situational awareness. Crew coordination is required for successful use of automation. When the autopilot is engaged, the PF shall set all inputs on the Flight Guidance System (FGS), except altitude (or as defined by OEM). When the autopilot is off, the PF shall command all inputs and the PM will set all inputs to the FGS. When mode selections are set or commanded, both crewmembers must confirm that the desired selection has been made. Incorporating flight mode annunciators and flight guidance systems into a scan is essential. If automation is not responding according to expectations, it is important to remove the automation promptly and assume manual control.

The PM accomplishes navigation and communication radio tuning, identification, and ground communication. For navigation radios, the PM tunes and identifies all navigation aids. Before tuning the PF's radios, he announces the NAVAID to be set. In tuning the primary NAVAID, in particular, the PM coordinates with the PF to ensure proper selection sequencing with the autopilot mode. After tuning and identifying the PF's NAVAID (via auto tune feature or manually), the PM announces "(Facility) tuned and identified."

In Hawker aircraft equipped with Pro Line 21 avionics system, monitoring the NDB audio output is not required due to the design of the system, which would bias the needle from view if no valid signal from the NDB transmitter is being received.

In tuning the VHF radios for ATC communication, the PM places the newly assigned frequency in the COM Tune window at the time of receipt. Pressing the appropriate line select key transfers the preselect frequency to the active frequency. After contact on the new frequency, the PM retains the previously assigned frequency for a reasonable time period. Any confusion in the flight deck related to ATC communication is immediately cleared up by requesting ATC confirmation.

4.1.1 Flight Management System

The crew should review the programmed FMS flight plan prior to starting engines. Normally, the pilot conducting the cockpit setup has programmed the FMS flight plan through either CDU. The flight plan is then displayed for review by both pilots against the dispatch release or ATC clearance routing. Any flight plan errors are corrected at this time.

Once the briefing is complete and both pilots agree with the FMS flight plan, it is cross-filled to the other FMS if operating in the Initiated Transfer mode.

During FMS navigation, both crewmembers should have the FMS mode selected on their Flight Displays. Any underlay information required should be displayed with the bearing pointers. The PFD-CMD mode of the guidance panel (GP) should always be selected to the flying pilot's side. When transitioning from VHF NAV mode to FMS mode or vice versa, the crewmember making the change will state the mode selected.

In the event of a discrepancy between a charted airway or procedure and the FMS database, the chart/map is the final authority. It is the responsibility of the crew to ensure that the FMS guidance conforms to the chart. When the aircraft is operating below 10,000 feet MSL, regardless of autopilot operation, the PF should not program the FMS. Programming should be commanded by the PF to the PM. Above 10,000 feet, with the autopilot on, the PF may elect to provide input to the FMS, provided aircraft control is either transferred to the PM, or a briefing of flight conditions is conducted for the PM to have and maintain situational awareness of the aircraft. All FMS inputs should be verified by both crewmembers.

For arrival and approaches, the appropriate charts should be displayed and readily available. Full NAV/VNAV guidance using the FMS during terminal operations must be limited to situations permitting advance preparations, review of FMS programming and complete crew briefings.

This level of automation is not appropriate when significant changes to route or landing runway have been issued by ATC. In such situations, pilots should revert, at least temporally, to a lower level of automation. All approaches, both FMS Coupled and advisory (FMS data used for situational awareness), should be programmed in the FMS.

FMS Coupled approaches should be flown by using the FMS and the flight guidance system in NAV or Approach mode. Editing the flight plan after the approach label is permitted on advisory approaches only. Editing on an FMS Coupled approach cannot be done without consequences such as loss of the approach vertical guidance and canceling approach scaling if available.

WARNING:
Extreme caution must be exercised by monitoring appropriate annunciators to ensure that the proper navigation information is selected and utilized on each approach.

NOTE: The PF will monitor/control the aircraft, regardless of the level of automation employed. The PM will monitor the aircraft and actions of the PF.

5 General Callouts/Procedures

NOTE: Changes to the aircraft state by one pilot should not be conducted without prior communication to the other pilot.

5.1 Setting up the Flight Deck for an Approach

In training as in actual line operations, setting up the flight deck for an approach is a critical step that must be absolutely mastered during training. For this reason, pilots should use the following standardized method of setting up the flight deck for every approach. The acronym **DALCAR** can be useful in remembering the steps to properly load the CDU. After the CDU is loaded, the next items are accomplished in the same order as the approach plate's briefing strip.

- PF/PM obtains current weather and approach in use
- PF commands the PM to set up the approach
- **CDU:**
    - **"D"**estination - PM changes the destination airport (if required)
    - **"A"**rrival - PM selects Arrival, Runway and Approach
    - **"L"**anding - PM selects Landing prompt and fills in all the pages
    - **"C"**ruise Altitude - PM selects cleared altitude in PERF CRUISE (CRZ annunciated between EPR gauges)
    - **"A"**ctivate Vectors - PM selects ACT VECTORS when on radar vectors
    - **"R"**aim - PM checks RAIM, RNP, EPU and any charted temperature limitation if GPS approach

Briefing Strip Items:

- PM hard selects navaid identifier on both NAV radios via the CDU PROG page (if not already auto-tuned)
- PF/PM sets their respective inbound course (for approaches not coupled to FMS)
- PF/PM sets DA/MDA on their respective PFD

5.1.2 Stabilized Approach Criteria

Approach callouts are aircraft specific. These callouts may include configurations, altitudes, and profile information specific to the type. However, all approaches should incorporate and meet stabilized approach criteria.

An approach is considered stabilized when the following criteria are met:

- The aircraft is on the correct flight path
- Only small changes in heading/pitch are necessary
- From the final approach fix (point) inbound, maintain the selected airspeed at plus/minus 5 knots to designated DA/H or MDA/H.
- The aircraft is in the correct landing configuration
- Sink rate is no greater than 1000 feet/minute; if an approach requires a sink rate greater than 1000 feet/minute, a special briefing should be conducted prior to beginning the approach
- Power/thrust setting is appropriate for the aircraft configuration and is not below the minimum power for the approach
- All briefings and checklists have been conducted

Specific types of approach are stabilized if they also fulfil the following:

- ILS approaches must be flown within one dot of the glideslope and localizer
- Category II or III approach must be flown within the expanded localizer band
- Circling approaches: wings should be level on final prior to 300 feet above touchdown zone elevation; and,
- Unique approach conditions or abnormal conditions requiring a deviation from the above elements of a stabilized approach require a special briefing

Except for circling approaches, non-precision approaches should be conducted using Constant Descent Final Approach (CDFA) procedures unless conditions require and both crew members agree otherwise.

VMC	500 ft above TDZE

5.1.3 Altitude Changes

Prior to any altitude change, ensure the altitude preselector is set to the correct altitude. When passing one thousand feet (1000') to the selected altitude, the PM shall announce the following:

“[xxx} thousand climbing {xxx} thousand”

For example, “5000 climbing 6000” or “Flight level 230 descending flight level 220.”

For aircraft equipped with an EPGWS, there is no need for the crew to echo altitude callouts such as “1000.” However, to maintain situational awareness and prevent over-reliance on automation, the crew should confirm that the information from the EPGWS is consistent with other data available from the primary instruments. In non-EPGWS equipped aircraft, the crew should make callouts as published according to the OEM procedures.

5.1.4 Heading Changes

When a heading change is required, the PF will announce and set the new heading with the heading selector or direct the PM to set the heading when workload requires. The PM will verbally confirm the heading change matches with the PF announcement. When the PM makes the heading change for the PF, the PF will verbally confirm the heading change matches with the directed change.

5.1.5 Altimeter Changes

When a new altimeter setting is required (either ATC provided or by passing through the Transition Attitude/Level) the crew will set their respective altimeters and the PM pilot will set the standby altimeter. The altimeters will be crosschecked for accuracy by the crew and verbally verified by stating:

[altimeter setting] “Set and crosschecked”

5.1.6 Aircraft Control Transfer

The following standard callouts are used when there is a need to transfer aircraft control from one pilot to the other. In addition, the pilot transferring the controls will also state the status of the flight guidance system or aircraft state when flying without the use of automation and the pilot accepting controls will reiterate the aircraft state. Transferring aircraft control should take place in a three-step sequence:

- Pilot transferring control states: “You have the flight controls, heading is 250, altitude is 6000, autopilot is ON, your flight controls…”
- Pilot accepting control states: “I have the flight controls, heading is 250, altitude is 6000, autopilot is ON, my flight controls…”
- Pilot transferring states second time: “You have the flight controls” and visually confirms the other pilot has the controls

5.1.7 Approach Altitude Call Outs

The minimum expected vertical path callouts on an approach are 1000, 500, 100 to minimums.

5.1.8 Pilot Monitoring (PM) Standard Callouts

Callouts between crew members is based on the philosophy of not calling out normal items to the greatest extent possible, and only calling out an abnormal situation. This keeps the cockpit "chatter" to a minimum and allows each crew member to focus on their duties. The following callouts apply generally and are not specific to any maneuver.

Whenever an ATC cleared altitude is selected in the GP's altitude preselect window:	PM states the new altitude and points to the preselect window. PF also states the new altitude and points to the preselect window.
When one thousand feet prior to the ATC cleared altitude:	"ONE THOUSAND TO GO"
When 100 feet prior to the DH, DA, or MDA:	"APPROACHING MINIMUMS" (See Note 1)
When at minimums:	"MINIMUMS" (See Note 1)
When 100 feet above touchdown zone:	"ONE HUNDRED" (See Note 1)

Note 1: Callout not required if it has been made by the EGPWS.

The following callouts are made by the PM when a deviation from normal is encountered. The response from the PF must always be: "CORRECTING" and then the PF must actually correct the situation. Stating the words "CORRECTING" but not actually correcting should be considered by the PM as a non-response. If there is no response by the PF, the PM must make the deviation from normal callout one more time. If there is still no response from the PF, the PM MUST assume that a subtle incapacitation of the PF has taken place and take control of the aircraft by stating: "I HAVE THE AIRCRAFT."

Altitude ±100 feet from target:	"ALTITUDE"
Localizer/Course deviation of 1/2 dot or more:	"LOCALIZER"
Glide path deviation of 1/2 dot or more:	"GLIDE SLOPE" or "GLIDE PATH"
Airspeed greater than 10 Knots above target:	"_____ KNOTS FAST"
Airspeed less than target:	"_____ KNOTS SLOW"
If Airbrakes and Lift Dump are not selected by the PF after touchdown:	"NO AIRBRAKE OF LIFT"
"If Thrust Reverser(s) DO NOT deploy or are not selected by the PF:	"NO THRUST REVERSERS"

6 Taxi

Extreme vigilance during taxi operations is required by both crewmembers to reduce the possibility of taxiway or runway incursions. The following procedures should be used as applicable to the operation:

- Identified threats, plans, and considerations (TPC) to mitigate errors, as applicable
- Conduct a pre-taxi/departure briefing that includes the expected taxi route. Review the

airport layout and identify critical areas such as Hot Spots and constructions areas listed in NOTAMs. This briefing is essential to maintain coordination and prevent ground incursions since the crew member who receives the clearance may not be the crew member taxiing the aircraft.

- After taxi clearance has been received, verify the runway assigned, any restrictions, and the taxi route. The use of written taxi instructions is a good operating technique and should be encouraged.
- Have the airport diagram(s) out, available, and in use, to include any low visibility taxi routes depicted. As appropriate, cross check the aircraft heading, airport diagram, and airport signage to confirm aircraft position while taxiing.
- Use aircraft lighting as appropriate for the conditions.
- Use of all available exterior lighting is recommended when crossing a runway
- When crossing taxiways or runways, both crew members should be looking outside the aircraft to scan for traffic. Programming the FMS, running checklists, or other activities that keep the crew inside should be discontinued until the aircraft is in a position of reduced threats or stopped.
- Before crossing active taxiways/runways, the crew will visually verify any intersecting paths for the absence of traffic. Use of TCAS may indicate aircraft on final approach. The left seat pilot will state, “Clear Left” and the right seat pilot will state “Clear Right.”
- When approaching an entrance to an active runway, pilots will ensure compliance with hold short or crossing clearances by discontinuing non-monitoring tasks.
- Prior to crossing or taxiing onto any runway, verbally confirm ATC clearance with other crewmembers and visually scan the runway and approach area. The crew will confirm, per ATC clearance, that they are taxiing onto the correct takeoff runway.
- Once aligned with the assigned runway, the crew should visually and verbally confirm that heading indicator is appropriate for that runway. An aircraft equipped with the Runway Awareness Advisory System (RAAS) may provide this callout provided there is verbal acknowledgment from the crew.
- Read back all clearances/instructions to enter a specific runway, hold short of a runway, and taxi into the “line up and wait” position, including the runway designator.

7 Maneuvers Training

7.1 Stalls

Stall prevention and recovery should be trained in the following minimum configurations. OEM procedures may require additional training configurations:

- Clean
- Partial Flap (Takeoff Configuration)
- Landing
- High Altitude

Stall prevention will be accomplished in the appropriate phase of flight and in accordance with the OEM's procedures. Stall recovery should be initiated at the first indication of an impending stall. Altitude loss and recovery altitude should be evaluated based on phase of flight. The focus of stall recovery is to manage angle of attack and thrust needed to maintain safe flight.

7.2 Steep Turns

Steep turns are flown with 45 degrees of bank solely by reference to instruments. The minimum requirement is a turn of at least 180° in both directions. This task must be accomplished without intervention from the PM. Entry speed should be that prescribed by the OEM. In the absence of a manufacturer speed, the ACS should be consulted for applicable standards.

7.3 Time Critical Situations

When the aircraft, passengers, and/or crew are in jeopardy, remember three things:

FLY THE AIRCRAFT – Maintain aircraft control.
RECOGNIZE CHALLENGE – Analyze the situation.
RESPOND – Take appropriate action.

7.4 Rejected Takeoffs

The aborted takeoff procedure is a pre-briefed maneuver; both crewmembers must be aware of and briefed on the types of malfunctions that mandate an abort. Assuming that the crew trains to a firmly established SOP, either crewmember may call for an abort.

Regardless of who calls the abort or RTO, the PF will initiate the abort. Reasons for rejecting a takeoff include:

- For Low-Speed Events – Takeoff may be rejected for any non-normal condition
- For High-Speed Events – reject takeoff for engine failure below V1, loss of directional control, or aircraft deemed unsafe to fly. At high speeds, it may be safer to continue the takeoff, even if below V1, based on weather, runway condition, runway length or indications that have no adverse effect on aircraft performance.

Note: In aircraft where a tiller is present and the PF is in a pilot station without access to, or control of, the tiller, the PM will maintain directional control of the aircraft until a safe condition is available to transition flight controls to the PF.

7.5 Critical Malfunctions in Flight

In flight, the observing crewmember positively announces a malfunction. As time permits, the other crewmember makes every effort to confirm/identify the malfunction before initiating any emergency action.

If the PM is the first to observe any indication of a critical failure, the PM announces it and simultaneously identifies the malfunction to the PF by pointing to the indicator/annunciator.

After verifying the malfunction, the PF announces their decision and commands accomplishment of any checklist recall items. The PF monitors the PM during the accomplishment of those tasks assigned to him. It is a common crew practice for the PF to take control of the communications while the PM is performing abnormal and emergency procedures from the QRH.

7.6 Non-Critical Malfunctions in Flight

Procedures for recognizing and verifying a noncritical malfunction or impending malfunction are the same as those used for time-critical situations: use positive oral and graphic communication to identify and direct the proper response. Time, however, is not as critical and allows a more deliberate response to the malfunction. Always use the appropriate checklist to accomplish the corrective action.

8 Operating Procedures

8.1 Takeoff Normal/Crosswind/Lower Than Standard

LEFT SEAT ↓	RIGHT SEAT ↓
TAKEOFF NORMAL/CROSSWIND/LOWER THAN STANDARD	
Cleared for Takeoff	
"CLEAR LEFT"	
	"CLEAR RIGHT"
"LINE UP CHECKLIST"	
	Complete line-up checklist-
	Confirm correct heading and runway alignment
	"RUNWAY [xx] CONFIRMED"
SETTING TAKEOFF POWER	
Sets thrust, controls aircraft using tiller & rudder/brakes	controls yoke, inputs wind correction, arms APR
	"LINE UP CHECKLIST COMPLETE"
80 knots	
	"80 KNOTS CROSSCHECK"
For a **left** seat takeoff	
"MY YOKE"	
Tiller hand to yoke	Release yoke
	"YOUR YOKE"
For a **right** seat takeoff	
"YOUR YOKE"	
Release tiller & maintain control of thrust levers	**"MY YOKE"**

LEFT SEAT ↓	RIGHT SEAT ↓
	Maintain yoke & rudder control
At V1	
"V1" (called by PM)	
Remove hand from thrust levers	

PILOT FLYING ↓	PILOT MONITORING ↓
<u>TAKEOFF NORMAL/CROSSWIND/LOWER THAN STANDARD</u>	
At VR	
	"ROTATE"
Rotate to approximately 12° pitch attitude for takeoff	
At Positive Rate-of-Climb	
	"POSITIVE RATE"
"GEAR UP"	
	"GEAR SELECTED UP"
	When gear indicates up
	"GEAR INIDICATES UP"
Above minimum flap retraction altitude and speed	
"FLAPS UP AFTER TAKEOFF CHECKS"	
	"FLAPS SELECTED UP"
	When indicator shows up
	"FLAPS INDICATE UP"
At 1500 ft AGL (minimum)	
	Complete after takeoff checklist
	"AFTER TAKEOFF CHECKS COMPLETE"
At transition altitude	
"CLIMB CHECKLIST"	
	Complete climb checklist
	"CLIMB CHECKLIST COMPLETE"

8.2 Precision Approach

PILOT FLYING ↓	PILOT MONITORING ↓
PRECISION APPROACH	
Prior to initial approach fix	
"APPROACH CHECKLIST"	
	"APPROACH CHECKLIST"
	Complete approach checklist
	"APPROACH CHECKLIST COMPLETE"
NLT 3 MILES FROM FAF OR DURING PT OUTBOARD:	
"FLAPS 15"	
	"FLAPS SELECTED 15"
	When flaps indicate 15
	"FLAPS INDICATE 15"
At initial convergence of course deviation bar	
"[LOCALIZER or COURSE] ALIVE"	
At localizer or course captured	
"[LOCALIZER or COURSE] CAPTURED"	
At Initial Downward Movement of Glide slope/path indicator	
"GLIDE [SLOPE or PATH] ALIVE"	
"GEAR DOWN"	
	"GEAR SELECTED DOWN"
	When gear indicates down
	"GEAR INDICATES DOWN"
At One Dot from Glide slope/path Intercept	
"FLAPS 25"	
	"FLAPS SELECTED 25"
	When flaps indicate 25
	"FLAPS INDICATED 25"
Glideslope/glidepath captured	
"SET MISSED, FLAPS 45, LANDING CHECKLIST"	
	Set missed approach altitude
	"FLAPS SELECTED 45"
	When flaps indicate 45
	"FLAPS INDICATE 45"
	Complete landing checklist
1000 above minimums	

PILOT FLYING ↓	PILOT MONITORING ↓
PRECISION APPROACH	
	In the absence of automation callout "1000 ABOVE MINIMUMS" **"1000 ABOVE MINIMUMS"**
500 above minimums	
	In the absence of automation callout "500 ABOVE MINIMUMS" **"500 ABOVE MINIMUMS"**
100 feet above minimums	
	In the absence of Automation callout "APPROACHING MINIMUMS". **"APPROACHING MINIMUMS"**
At Minimums	
	In the absence of Automation callout "MINIMUMS". **"MINIMUMS"**
"APPROACH LIGHTS"	
"CONTINUING"	
Continue to 100' above TDZE	
"RUNWAY ____ O'CLOCK"	
"LANDING"	
"AP/YD DISENGAGE"	
Disengage AP/YD	
	"AP/YD DISENGAGED, LANDING CHECKLIST COMPLETE"
At minimums without runway environment, or approach lights in sight: Go around	
"GO AROUND"	

8.3 Non-Precision (CDFA)

PILOT FLYING ↓	PILOT MONITORING ↓
NON-PRECISION (CDFA)	
Prior to initial approach fix	
"APPROACH CHECKLIST"	
	"APPROACH CHECKLIST"
	Complete approach checklist
	"APPROACH CHECKLIST COMPLETE"
NLT 3 MILES FROM FAF OR DURING PT OUTBOARD	
"FLAPS 15"	
	"FLAPS SELECTED 15"
	When flaps indicate 15
	"FLAPS INDICATE 15"
At initial convergence of course deviation bar	
"[LOCALIZER or COURSE] ALIVE"	
At localizer or course captured	
"[LOCALIZER or COURSE] CAPTURED"	
At Initial Downward Movement of Glide slope/path indicator or NLT 2 miles from FAF	
"GLIDE [SLOPE or PATH] ALIVE"	
"GEAR DOWN"	
	"GEAR SELECTED DOWN"
	When gear indicates down
	"GEAR INDICATES DOWN"
At One Dot from Glide slope/path Intercept or NLT 1 mile from FAF	
"FLAPS 25"	
	"FLAPS SELECTED 25"
	When flaps indicate 25
	"FLAPS INDICATE 25"
Glideslope/glidepath captured or FAF	
"SET [MISSED or MDA], FLAPS 45, LANDING CHECKLIST"	
	Set missed/MDA approach altitude
	"FLAPS 45 SELECTED"
	When flaps indicate 45
	"FLAPS 45 INDICATE"
	Complete landing checklist
1000 above minimums	

PILOT FLYING ↓	PILOT MONITORING ↓
NON-PRECISION (CDFA)	
	In the absence of automation callout "1000 ABOVE MINIMUMS" **"1000 ABOVE MINIMUMS"**
500 above minimums	
	In the absence of automation callout "500 ABOVE MINIMUMS" **"500 ABOVE MINIMUMS"**
100 feet above minimums	
	In the absence of Automation callout “APPROACHING MINIMUMS”. **"APPROACHING MINIMUMS"**
At Minimums	
	In the absence of Automation callout “MINIMUMS”. **"MINIMUMS"**
"APPROACH LIGHTS"	
"CONTINUING"	
Continue to 100' above TDZE	
"RUNWAY ____ O'CLOCK"	
"LANDING"	
"AP/YD DISENGAGE"	
Disengage AP/YD	
	"AP/YD DISENGAGED, LANDING CHECKLIST COMPLETE"
At minimums without runway environment or approach lights in sight: Go around	
"GO AROUND"	

8.4 Visual Approach

PILOT FLYING ↓	PILOT MONITORING ↓
VISUAL APPROACH	
Prior to entering terminal airspace and above 1500 AGL	
Approach checks complete	
Downwind	
"FLAPS 15°"	
Speed ref +25 minimum	
	"FLAPS SELECTED 15"
	When flaps indicate 15°
	"FLAPS INDICATE 15"
Abeam threshold	
"GEAR DOWN"	
	"GEAR SELECTED DOWN"
	When gear indicates down
	"GEAR INDICATES DOWN"
Base leg	
"FLAPS 25"	
	"FLAPS SELECTED 25"
	When flaps indicate 25
	"FLAPS INDICATE 25"
Final	
"FLAPS 45, LANDING CHECKS"	
	"FLAPS SELECTED 45"
	Select flaps 45°, complete landing checklist
	"FLAPS INDICATE 45"
"AP/YD DISENGAGE"	
Disengage AP/YD	
	"AP/YD DISENGAGED, LANDING CHECKLIST COMPLETE"
Threshold	
Airspeed - Ref + gust factor	

8.5 One Engine INOP Approach

PILOT FLYING ↓	PILOT MONITORING ↓
ONE ENGINE INOP APPROACH	
Prior to initial approach fix	
	Crew to decide landing configurations: If landing with alternate normal configurations, appropriate checklists must be reviewed (E.g., Flaps 25 landing)
"OEI APPROACH and LANDING CHECKLIST TO THE LINE"	
	Complete one-engine inoperative approach checklist to the line
	"ONE ENGINE INOPERATIVE APPROACH CHECKLIST TO THE LINE COMPLETE"
NLT 3 MILES FROM FAF OR DURING PT OUTBOARD	
"FLAPS 15"	
	"FLAPS SELECTED 15"
	When flaps indicate 15
	"FLAPS INDICATE 15"
At initial convergence of course deviation bar	
"[LOCALIZER or COURSE] ALIVE"	
At localizer or course captured	
"[LOCALIZER or COURSE] CAPTURED"	
At Initial Downward Movement of Glide slope/path indicator or NLT 2 miles from FAF	
"GLIDE [SLOPE or PATH] ALIVE" or "2 MILES"	
"GEAR DOWN"	
	"GEAR SELECTED DOWN"
	When gear indicates down
	"GEAR INDICATES DOWN"
Glideslope/glidepath captured or FAF	
"FLAPS 25, SET [MISSED or MDA], ONE ENGINE INOP APP/LND CHECKLIST BELOW THE LINE"	
Speed: ref + 20	
	"FLAPS SELECTED 25"

PILOT FLYING ↓	PILOT MONITORING ↓
ONE ENGINE INOP APPROACH	
	When flaps indicate 25
	"FLAPS INDICATE 25"
Descend on approach	
	Set missed/MDA approach altitude
	Complete one engine inop landing checklist
1000 above minimums	
	In the absence of automation callout "1000 ABOVE MINIMUMS" **"1000 ABOVE MINIMUMS"**
500 above minimums	
	In the absence of automation callout "500 ABOVE MINIMUMS" **"500 ABOVE MINIMUMS"**
100 feet above minimums	
	In the absence of Automation callout "APPROACHING MINIMUMS". **"APPROACHING MINIMUMS"**
At Minimums	
	In the absence of Automation callout "MINIMUMS". **"MINIMUMS"**
"APPROACH LIGHTS"	
"CONTINUING"	
Continue to 100' above TDZE	
"RUNWAY ____ O'CLOCK"	
"LANDING"	
"AP/YD DISENGAGE"	
Disengage AP/YD	
	"ONE ENGINE INOP CHECKLIST COMPLETE"
When landing is assured (precision or CDFA app, this can be accomplished at glide slope/path intercept)	
"FLAPS 45"	
	"FLAPS SELECTED 45"

PILOT FLYING ↓	PILOT MONITORING ↓
<u>ONE ENGINE INOP APPROACH</u>	
	Finish one-engine inoperative checklist
	"FLAPS INDICATE 45"
	"ONE ENGINE INOP CHECKLIST COMPLETE"
At minimums without runway environment in sight: Go around	
"GO AROUND"	

8.6 Go Around – 2 Engines

PILOT FLYING ↓	PILOT MONITORING ↓
<u>GO AROUND- 2 ENGINES</u>	
"GO AROUND"	
"GO AROUND, FLAPS 15"	
TO/GA press, set max thrust, increase pitch to flight director or 10°-12° pitch	
	"FLAPS 15"
	Confirm Vref minimum, set flaps to 15°
At positive rate	
	"POSITIVE RATE"
"GEAR UP, SET MISSED APPROACH"	
	"GEAR UP, SET MISSED"
	Select gear up
	Set missed approach altitude, select FD mode, confirm command bars are following correct course *as briefed
At acceleration altitude	
"ACCELERATION ALTITUDE"	
Accelerate: Vref + 10 minimum	
"FLAPS UP, MISSED APPROACH CHECKLIST"	
	Confirm minimum speed attained, select flaps up
	"FLAPS UP"
1500' minimum	

PILOT FLYING ↓	PILOT MONITORING ↓
GO AROUND- 2 ENGINES	
	Complete missed approach checklist
	“MISSED APPROACH CHECKLIST COMPLETE”

8.7 Go Around – 1 Engine

PILOT FLYING ↓	PILOT MONITORING ↓
GO AROUND – 1 ENGINE	
“GO AROUND”	
“GO AROUND, FLAPS 15”	
TO/GA press, set max thrust on operating engine, increase pitch to flight director or 10°-12° pitch	
	“FLAPS 15”
	Confirm Vref, set flaps to 15°
At positive rate	
	"POSITIVE RATE"
"GEAR UP, SET MISSED APPROACH"	
	"GEAR UP, SET MISSED"
	Select gear up
	Set missed approach altitude, select FD mode, confirm command bars are following correct course *as briefed
At acceleration altitude	
"ACCELERATION ALTITUDE"	
Accelerate: Vref + 10 minimum	
"FLAPS UP, ONE-ENGINE INOP GO-AROUND CHECKLIST"	

PILOT FLYING ↓	PILOT MONITORING ↓
GO AROUND – 1 ENGINE	
	Confirm minimum speed attained, select flaps up
	"FLAPS UP"
Minimum 1500'	
	Complete one-engine inoperative go-around checklist
	"ONE-ENGINE INOPERATIVE GO-AROUND CHECKLIST COMPLETE"

8.8 Rejected Takeoff

LEFT SEAT ↓	RIGHT SEAT ↓
REJECTED TAKEOFF	
Decision to reject takeoff made prior to V1	
"ABORT, ABORT, ABORT"	
Thrust levers: close Brakes: apply Airbrakes: deploy Thrust reversers (if available): deploy	Verify complete
	When safe, advise atc or area traffic
	"[call sign] ABORTED ON RUNWAY [XX]"
Crew to decide appropriate action (E.g., vacate runway, evacuation, etc.)	
	Advise ATC or area traffic of intent
Run appropriate checklist (E.g., takeoff aborted, emergency evacuation, engine failure below V1 etc.)	

8.9 Engine Failure ≥ V1

PILOT FLYING ↓	PILOT MONITORING ↓
ENGINE FAILURE ≥ V1	
At V1	

PILOT FLYING ↓	PILOT MONITORING ↓
<u>ENGINE FAILURE ≥ V1</u>	
	"V1"
Move hand from thrust levers to yoke	
Engine failure	
"ENGINE FAILURE"	
At VR	
	"ROTATE"
Increase pitch to flight director or 10°-12° pitch	
At Positive Rate-of-Climb	
	"POSITIVE RATE"
"GEAR UP, FLC"	
Climb at V2 - V2 +10 to flap retraction altitude	
	Select gear up
	"GEAR SELECTED UP"
	Select briefed FD mode, confirm briefed procedure (SID, OEI, etc.), set appropriate altitude
	When gear indicates up
	"GEAR INIDICATES UP"
≥ 3.5 minutes passed: acceleration altitude not attained	
	"3.5 MINUTES"
Level off and attain Vfto	
Speed indicates V2 + 10	
"V2 + 10"	
"FLAPS UP"	
	"FLAPS SELECTED UP"
	When flaps indicate up
	"FLAPS INDICATE UP"
Climb at Vfto to acceleration altitude	
Within 5 minutes	
	Disarm APR
At acceleration altitude	
Accelerate to Venr/Venc	

PILOT FLYING ↓	PILOT MONITORING ↓
ENGINE FAILURE ≥ V1	
"ENGINE FAILURE CHECKLIST "	
	Complete emergency checklist
	"ENGINE FAILURE CHECKS COMPLETE"
< 3.5 minutes elapsed: acceleration altitude attained	
Accelerate to Venr/Venc	
Passing V2 + 10	
“V2 + 10”	
“FLAPS UP”	
	“FLAPS SELECTED UP”
	When flaps indicate up
	"FLAPS INDICATE UP"
	Disarm APR
"ENGINE FAILURE CHECKLIST "	
	Complete emergency checklist
	"ENGINE FAILURE CHECKS COMPLETE"
DECIDE NEXT STEP (Immediate return, takeoff alternate, relight, etc.) and advise ATC	

8.10 Emergency Descent

PILOT FLYING ↓	PILOT MONITORING ↓
EMERGENCY DESCENT	
Thrust lever: close	
Speed: mmo/vmo (unless structural damage is suspected)	
Airbrake: open	
"EMERGENCY DESCENT CHECKLIST"	
	"EMERGENCY DESCENT CHECKLIST"
	Complete emergency descent checklist

PILOT FLYING ↓	PILOT MONITORING ↓
EMERGENCY DESCENT	
	"EMERGENCY DESCENT CHECKLIST COMPLETE"

8.11 EGPWS Terrain/Obstacle Avoidance

PILOT FLYING ↓	PILOT MONITORING ↓
EGPWS TERRAIN/OBSTACLE AVOIDANCE	
Caution (amber annunciation)	
Adjust flight path as necessary to eliminate caution	
Warning (red annunciation)	
(PULL UP MESSAGE ON PFD and/or PULL UP, or TERRAIN, TERRAIN PULL UP or OBSTACLE, OBSTACLE, PULL UP AURAL ALERT)	
Go around button: push Thrust: maximum Pitch attitude: Increase and climb as required to avoid terrain/obstacle APR: activate/override	Confirm memory items completed
"EGPWS WARNING CHECKLIST"	
	"EGPWS WARNING CHECKLIST"
	Complete EGPWS checklist
	"EGPWS WARNING CHECKLIST COMPLETED"

8.12 Windshear Warning

PILOT FLYING ↓	PILOT MONITORING ↓
WINDSHEAR WARNING	
"WINDSHEAR"	

PILOT FLYING ↓	PILOT MONITORING ↓
WINDSHEAR WARNING	
Go around button: push Thrust: maximum Pitch attitude: Increase as required to arrest descent, allowing airspeed to decrease to intermittent stick shaker activation. APR: activate/override	Confirm memory items completed
"WINDSHEAR WARNING CHECKLIST"	
	"WINDSHEAR WARNING CHECKLIST"
	Complete windshear warning checklist
	"WINDSHEAR WARNING CHECKLIST COMPLETE"

8.13 Stall

PILOT FLYING ↓	PILOT MONITORING ↓
STALL	
"STALL"	
Autopilot - Disconnect	
Pitch control: Nose-down until impending stall indications are eliminated	
Pitch trim: Nose-down pitch trim as Needed	
Thrust: MAX or adjust as necessary	
Airbrakes/spoilers: retract	
Bank: wings level	
	Monitor airspeed, altitude through recovery
	Announce any continued divergence
Recover to desired level flight path, and if required, retract flaps and gear on schedule.	

8.14 No Flap Approach

PILOT FLYING ↓	PILOT MONITORING ↓
NO FLAP APPROACH	
TOD or terminal area	
"FLAPS UP OR 15° APPROACH AND LANDING CHECKLIST"	
	Complete FLAPS UP OR 15° APPROACH AND LANDING CHECKLIST
	"FLAPS UP OR 15° APPROACH AND LANDING CHECKLIST COMPLETE"
Abeam threshold or no later than TOD of final app segment	
"GEAR DOWN, LANDING CHECKS"	
Speed: Vref +30 minimum	
	"GEAR DOWN"
	When gear indicates down
	"GEAR INDICATES DOWN"
	Complete landing checklist
"AP/YD DISENGAGE"	
Disengage AP/YD	
	"AP/YD DISENGAGED, LANDING CHECKLIST COMPLETE"
Final	
Reduce to cross threshold at Vref +15 plus gust factor	

8.15 Circling Approach

PILOT FLYING ↓	PILOT MONITORING ↓
CIRCLING APPROACH	
Prior to initial approach fix	
"APPROACH CHECKLIST"	
	Complete approach checklist
	"APPROACH CHECKLIST COMPLETE"
NLT 3 MILES FROM FAF OR DURING PT OUTBOUND	
"FLAPS 15"	

PILOT FLYING ↓	PILOT MONITORING ↓
CIRCLING APPROACH	
	"FLAPS SELECTED 15"
	When flaps indicate 15
	"FLAPS INDICATES 15"
At initial convergence of course deviation bar	
"[LOCALIZER or COURSE] ALIVE"	
At localizer or course captured	
"[LOCALIZER or COURSE] CAPTURED"	
At Initial Downward Movement of Glide slope/path indicator or NLT 2 miles from FAF	
"GEAR DOWN"	
	"GEAR SELECTED DOWN"
	When gear indicates down
	"GEAR INDICATES DOWN"
At FAF/FAP	
"FLAPS 25, SET MDA, LANDING CHECKLIST"	
Speed: Vref + 20	**"FLAPS SELECTED 25"**
	When flaps indicate 25
	"FLAPS INDICATED 25"
1000 above minimums	
	In the absence of automation callout "1000 ABOVE MINIMUMS" **"1000 ABOVE MINIMUMS"**
500 above minimums	
	In the absence of automation callout "500 ABOVE MINIMUMS" **"500 ABOVE MINIMUMS"**
100 feet above minimums	
	In the absence of Automation callout “APPROACHING MINIMUMS”. **"APPROACHING MINIMUMS"**
At Minimums	

PILOT FLYING ↓	PILOT MONITORING ↓
CIRCLING APPROACH	
	In the absence of Automation callout "MINIMUMS". **"MINIMUMS"**
"RUNWAY ____ O'CLOCK"	
"RUNWAY INSIGHT, CIRCLING"	
Commence circle maneuver	
Leaving MDA	
"LEAVING MDA, FLAPS 45"	
Speed: Vref + 10	
	"FLAP SELECTED 45"
	Select flaps 45°
	"FLAPS INDICATE 45"
"AP/YD DISENGAGE"	
Disengage AP/YD	
	"AP/YD DISENGAGED, LANDING CHECKLIST COMPLETE"
At minimums without runway environment or approach lights in sight: go around	
"GO AROUND"	

8.16 Steep Turns

PILOT FLYING ↓	PILOT MONITORING ↓
STEEP TURNS	
Clean configuration	
Establish safe altitude (3,000' AGL minimum per ACS)	
Speed - 185 KIAS	
Wings - level	
Power to maintain airspeed	
Start of maneuver	
Bank: 45° ± 5°	
Altitude: ± 100'	
Speed: ± 10 KIAS	

PILOT FLYING ↓	PILOT MONITORING ↓
STEEP TURNS	
Complete turn of at least 180° in both directions	
Exit maneuver	
Maintain target altitude ±100'	
Wings level	
Target heading ±10°	
Speed 185 KIAS ± 10kt	

8.17 Inflight Powerplant Shutdown

PILOT FLYING ↓	PILOT MONITORING ↓
INFLIGHT POWERPLANT SHUTDOWN	
"ENGINE SHUTDOWN OR FAILURE IN FLIGHT CHECKLIST"	
	"ENGINE SHUTDOWN OR FAILURE IN FLIGHT CHECKLIST"
Complete checklist as a crew	
	"ENGINE SHUTDOWN OR FAILURE IN FLIGHT CHECKLIST COMPLETE"
Crew discuss and decide next steps	

8.18 Inflight Powerplant Restart

PILOT FLYING ↓	PILOT MONITORING ↓
INFLIGHT POWERPLANT RESTART	
"ENGINE RELIGHT CHECKLIST"	
	"[Appropriate] ENGINE RELIGHT CHECKLIST"
Complete checklist as a crew	
	"[Appropriate] ENGINE RELIGHT CHECKLIST COMPLETE"

Crew: Discuss and decide next steps

8.19 Powerplant Failure During Second Segment

PILOT FLYING ↓	PILOT MONITORING ↓
POWERPLANT FAILURE DURING SECOND SEGMENT	
	Confirm: Gear up, main air valves closed & F/DK valve closed
Climb at V2 to V2 +10 until flap retraction altitude	
	Select briefed FD mode, confirm briefed procedure (SID, OEI, etc.), set appropriate altitude
≥ 3.5 minutes passed: acceleration altitude not attained	
	"3.5 MINUTES"
Level off and attain Vfto	
Passing V2 + 10	
"V2 + 10"	
"FLAPS UP"	
	"FLAPS SELECTED UP"
	When flaps indicate up
	"FLAPS INDICATE UP"
Climb at Vfto to acceleration altitude	
Within 5 minutes	
	Disarm APR
At acceleration altitude	
Accelerate to Venr/Venc	
"ENGINE SHUTDOWN OR FAILURE IN FLIGHT CHECKLIST"	
	"ENGINE SHUTDOWN OR FAILURE IN FLIGHT CHECKLIST"
	Complete emergency checklist
	"ENGINE SHUTDOWN OR FAILURE IN FLIGHT CHECKLIST COMPLETE"
< 3.5 minutes elapsed: acceleration altitude attained	
Accelerate to Venr/Venc	
Passing V2 + 10	
"V2 + 10"	

PILOT FLYING ↓	PILOT MONITORING ↓
POWERPLANT FAILURE DURING SECOND SEGMENT	
"FLAPS UP"	
	"FLAPS SELECTED UP"
	When flaps indicate up
	"FLAPS INDICATE UP"
	Disarm APR
"ENGINE SHUTDOWN OR FAILURE IN FLIGHT CHECKLIST"	
	"ENGINE SHUTDOWN OR FAILURE IN FLIGHT CHECKLIST"
	Complete emergency checklist
	"ENGINE SHUTDOWN OR FAILURE IN FLIGHT CHECKLIST COMPLETE"
DECIDE NEXT STEP (Immediate return, takeoff alternate, relight, etc.) and advise ATC	

8.20 OEI During Climb to En Route Altitude

PILOT FLYING ↓	PILOT MONITORING ↓
OEI DURING CLIMB TO EN ROUTE ALTITUDE	
Speed: Venr	
	Thrust: Set MCT
"ENGINE SHUTDOWN or FAILURE IN FLIGHT CHECKLIST"	
	"ENGINE SHUTDOWN or FAILURE IN FLIGHT CHECKLIST"
	Complete engine shutdown or failure in flight checklist
	"ENGINE SHUTDOWN or FAILURE IN FLIGHT CHECKLIST COMPLETED"
Crew discuss and decide next steps	

8.21 Landing – Normal, Crosswind, Flap Malfunction, OEI, or from Instrument Approach

PILOT FLYING ↓	PILOT MONITORING ↓
LANDING: NORMAL, CROSSWIND, FLAP MALFUNCTION, OEI, OR FROM INSTRUMENT APPROACH	
After touchdown	
Immediately lower nosewheel to the runway	
Airbrake/lift dump (as appropriate): OPEN	
Wheel Brakes: As required	
Thrust Reversers: As required	
80 KIAS	
	"80 KNOTS"
PILOT FLYING ↓	**PILOT MONITORING ↓**
Left seat pilot takes tiller and pedals	
"YOUR YOKE"	
	"MY YOKE"
	Right seat pilot takes/maintains yoke, applies appropriate crosswind input, releases pedal control to left seat
50 KIAS	
Thrust reverser: Idle thrust	Confirm idle thrust
Clear of runway	
"AFTER LANDING CHECKLIST"	
	"AFTER LANDING CHECKLIST"
	Complete after landing checklist
	"AFTER LANDING CHECKLIST COMPLETE"

8.22 Climb

PILOT FLYING ↓	PILOT MONITORING ↓
<u>CLIMB</u>	
Establish climb speed and thrust setting	
"CLIMB CHECKS"	
	"CLIMB CHECKS"
	Complete climb checklist
	"CLIMB CHECKS COMPLETE"

8.23 Descent

PILOT FLYING ↓	PILOT MONITORING ↓
<u>DESCENT</u>	
Establish descent speed and thrust setting	
"DESCENT CHECKS"	
	"DESCENT CHECKS"
	Complete descent checklist
	"DESCENT CHECKS COMPLETE"

8.24 Emergency Evacuation

PILOT FLYING ↓	PILOT MONITORING ↓
<u>EMERGENCY EVACUATION</u>	
Airplane: Stop	
WHEEL BRAKE lever: PARK	
HP COCKS: CLOSE	
LP COCKS: CLOSE	
EMERG LIGHTS (if required): MAN	
PA: Order evacuation	
DUMP VALVE: OPEN	
BATT: OFF	
"EMERGENCY EVACUATION CHECKLIST"	
Either pilot may confirm emergency evacuation checklist items are complete	

"EMERGENCY EVACUATION CHECKLIST COMPLETE"
evacuate passengers and crew

8.25 Ice Accumulation on Airframe

PILOT FLYING ↓	PILOT MONITORING ↓
ICE ACCUMULATION ON AIRFRAME	
Ice Detected light illuminated or visual confirmation of airframe ice accumulation	
"ICING CONDITIONS CHECKLIST"	
	"ICING CONDITIONS CHECKLIST"
	Complete icing conditions checklist
	"ICING CONDITIONS CHECKLIST COMPLETE"
If malfunction present, see appropriate ice protection malfunction checklist	
If severe icing conditions encountered, see severe icing conditions limitations section	

8.26 Holding

PILOT FLYING ↓	PILOT MONITORING ↓
HOLDING	
Confirm holding instructions between crew	
	Input holding pattern into FMS
	Advise PF of completion
Confirm holding pattern is correct in FMS	
No later than 3 minutes from holding fix, slow to cleared/appropriate speed	
Upon entering hold: advise position, time, altitude	

9 Flows

9.1 Start Checks

Designated Person	LEFT SEAT ↓	RIGHT SEAT ↓
Checklist Trigger	**START CHECKS**	
	Pilots at Station	
	Brakes	
	Beacon	
	Engine Computers	
	Fuel Pumps	
	Start Power	

9.2 After Start Checks

Designated Person	LEFT SEAT ↓	RIGHT SEAT ↓
Checklist Trigger	**AFTER START CHECKS**	
	Engines Stabilized	
	Start Power	
	Alternators	
	Heaters	
	Pitot Amps	
	Generators 1 & 2: check online	
	Call for APU	APU: Trip Generator
	Volts & Amp's (including open bus tie)	
	Air Conditioning	
	Thrust Reverser's ARM	
	APR	
	Airbrake	

9.3 Line Up Checks

Designated Person	**LEFT SEAT** ↓	**RIGHT SEAT** ↓
Checklist Trigger	**LINE UP CHECKS**	
	Cleared onto Runway	
	Flaps	Lights
	Airbrakes	Flight Controls
	Trims	Anti ice
	Speeds	Ignition

9.4 After Takeoff Checks

Designated person	**PILOT FLYING** ↓	**PILOT MONITORING** ↓
Checklist Trigger	**AFTER TAKEOFF CHECKS**	
	Through Flap Retraction Altitude	
		Flaps
		APR
		Yaw Damper or Autopilot
		Main Air Valves
		Engine Sync
		Engine Ignition
		Engine Anti Ice
		APU Bleed Air Off & or APU Shut Down

9.5 Landing Checks

Designated person	PILOT FLYING ↓	PILOT MONITORING ↓
Checklist Trigger	**LANDING CHECKS**	
	Gear Down Call	
		Airbrakes
		Gear
		APR
		Engine Ignition
		Engine Sync
		Main Air Valves

9.6 After Landing Checks

Designated Person	PILOT FLYING ↓	PILOT MONITORING ↓
Checklist Trigger	**AFTER LANDING CHECKS**	
	Clear of Runway	
		Airbrakes
		Flaps
		Exterior Lights
		Pitot/Vane Heat
		Anti-Ice

9.7 Missed Approach

Designated Person	PILOT FLYING ↓	PILOT MONITORING ↓
Checklist Trigger	**MISSED APPROACH**	
	Gear Selected Up	
		NAV Source
		NAV/HDG Mode
		Alt Set/Verified
		FLC
		Flaps

Appendix 1. Briefings

1 General.

Briefings enhance standardization and open communication channels between Crewmembers by setting expectations and encouraging all Crewmembers to participate and act as a team. Effective communication requires both input and feedback. The ultimate objective is for the Crew to know and understand the operation, not just cover bullet items of the briefings. It is up the Crew to decide, in your professional judgement, what needs to be discussed in any given situation.

Briefings also conduct relevant information in an interactive and collaborative manner, providing each crewmember the opportunity to give input. Broader perspective and items are included below, however the following format will be followed when conducting a TPC briefing:

- **Threats.** Reference the Threat table (in the TPC (EXPANDED POLICY), below). This list is not all inclusive, but it is directed towards the most common Safety needs, and Operational Risks These will change as threats change and are to be used as a starting point.
- **Plans.** Brief relevant Plan items. These are listed on Normal Procedures Checklist as they are more likely to be relevant.
- **Considerations.** Considerations are how the crew will close the loop and pick up anything that did not fit in the aforementioned "Threats and Plans."

Re-brief as necessary any changes to items previously briefed and encourage other Crewmembers to verbalize deviations from the briefed plan.

2 TPC (Expanded Policy)

2.1 Threats

A general list of common threats applicable to flight operations is listed in Figure 1-1. This list is not all inclusive but is comprised of common industry safety and operational risks. These risks may change as threats are identified, reported, and analyzed by the TSWG through operator's voluntary ASAP and SMS reporting.

THREATS		
AIRPORT/RUNWAY	**ATC**	**OPS/DISPATCH/MX**
☐ Contamination	☐ Clearance changes	☐ Schedule pressure
☐ Construction	☐ Departure/arrival	☐ Open squawks
☐ Hotspots	☐ Runway changes	☐ Release changes
ADVERSE WX	**AIRCRAFT**	**ENVIRONMENT**
☐ Visibility	☐ Systems	☐ Terrain (GPWS)
☐ Cold/hot	☐ MELs	☐ Night operations
☐ Winds	☐Automation	☐Traffic (TCAS)

☐ Turbulence/precip	☐ Performance	☐ Uncontrolled airport
GROUND/FBO	**PHYSIOLOGY**	**CABIN/SERVICE**
☐ Catering	☐ Fatigue	☐ Passengers
☐Wing walkers	☐ Situational awareness	☐Technology (WiFi)
☐ Delays	☐ Nutrition	☐Stock/cleaning

2.2 Plan

The PF should collaborate with the PM on designing a plan to mitigate each identified threat. Briefings will then include any relevant Plan strategies.

2.3 Considerations

Considerations are discussed to close the loop between identified Threats and expected Plan(s) of action to either:

- Identify any items that were not previously included in the Threats and Plan discussion
- Identify any new threats introduced with the plan strategy(ies)

Re-brief as necessary any changes to items previously briefed and encourage other non-flying flight crewmembers (when available) to verbalize deviations from the briefed plan.

Appendix G – HS-125 Learning Objectives

HS-125 Standardized Curriculum

STANDARDIZED CURRICULUM

SAFETY • CONSISTENCY

1 Overview – Course 1

1.1 Course 1 Training Hours Summary

HS-125 Course 1			
Day 1	**Planned Hours**	**Ground**	**Systems Integration**
Aircraft General, Water and Waste	1.0	8.0	
Aircraft Manuals	1.0		
Auxiliary Power Unit	1.0		
Electrical	3.0		
Powerplant	2.0		
Day 2	**Planned Hours**	**Ground**	**Systems Integration**
Oil System	0.5	8.0	
Fuel System	1.5		
Hydraulic System	1.0		
Landing Gear and Brakes	1.5		
Thrust Reverse	1.0		
Pneumatic and Environmental Systems	2.5		
Day 3	**Planned Hours**	**Ground**	**Systems Integration**
Avionics	8.0	8.0	
Day 4	**Planned Hours**	**Ground**	**Systems Integration**
Ice Protection	1.7	8.0	
Oxygen	1.0		
Pitot-static System	0.8		
Flight Controls	3.0		
Fire and Smoke Detection Protection and Suppression	1.5		
Day 5	**Planned Hours**	**Ground**	**Systems Integration**
Lighting	0.8	8.0	
Flight Profiles and Maneuvers	2.0		
CRM	4.0		
Windshear	1.2		
Day 6	**Planned Hours**	**Ground**	**Systems Integration**
Weight and Balance	1.0	8.0	
Flight Planning and Performance	3.0		
MEL and CDL	0.5		
Preflight	2.5		
Ground School Completion Exam	1.0		

Day 7 Systems Integration 1	Planned Hours	Ground	Systems Integration
Interior and exterior preflight/Visual Inspection and prestart procedures	1.0		4.0
Powerplant Start	0.5		
Before Takeoff Checks	1		
Use of FMS	1.5		
Day 8 Systems Integration 2	**Planned Hours**	**Ground**	**Systems Integration**
Interior preflight and prestart procedures	0.4		4.0
Powerplant Start	0.2		
Before Takeoff Checks	0.3		
Normal Takeoff and Climb	0.3		
Departure Procedures	0.2		
Holding	0.3		
Normal Approach and Landing	0.3		
Instrument Takeoff	0.3		
Arrival Procedures	0.3		
Precision Approach	0.3		
Missed Approach	0.3		
Nonprecision Approach	0.3		
Go-Around/Rejected Landing	0.2		
Landing From a Precision Approach	0.1		
After Landing, Parking and Securing	0.2		

Day 9 Systems Integration 3	Planned Hours	Ground	Systems Integration
Interior preflight and prestart procedures	0.2		4.0
Powerplant Start	0.1		
Before Takeoff Checks	0.2		
Rejected Takeoff	0.1		
Powerplant Failure During Takeoff at V1	0.2		
Powerplant Failure During Second Segment	0.2		
Missed Approach - OEI	0.3		
Normal Takeoff and Climb	0.2		
Departure Procedures	0.2		
Holding	0.2		
Arrival Procedures	0.3		
Precision Approach	0.3		
Missed Approach	0.3		
Nonprecision Approach	0.3		
Go-Around/Rejected Landing	0.3		
Landing From a Precision Approach	0.1		
Instrument Takeoff	0.2		
Normal Approach and Landing	0.2		
After landing, parking and securing	0.1		

Simulator Session 1	**Brief**	**Crew**	**Single**
Interior preflight and prestart procedures	2.0	4.0	4.0 (2.0 hours of PF and 2.0 Hours of PM)
Powerplant start			
Taxi			
Before takeoff checks			
Normal takeoff and climb			
Departure procedures			
Steep turns			
Clean configuration stall prevention			
Partial flap configuration stall prevention			
Landing configuration stall prevention			
Recovery from unusual flight attitudes			
Arrival procedures			
Normal approach and landing			
Go around/rejected landing			
Precision approach			
Missed approach			
Landing from a precision approach			
After landing, parking and securing			

Simulator Session 2	**Brief**	**Crew**	**Single**
Powerplant start	2.0	4.0	2.0
Taxi			
Before takeoff checks			
Lower than Standard Minimum Takeoff			
Departure procedures			
TCAS resolution advisory (RA)			
TCAS resolution advisory (TA)			
Inflight powerplant failure and restart			
Holding			
Non precision approach			
Missed approach			
Visual approach			
Normal approach and landing			

Simulator Session 3	Brief	Crew	Single
Taxi	2.0	4.0	2.0
Before takeoff checks			
Instrument takeoff			
Powerplant Failure During Takeoff at V1			
Departure procedures			
Arrival procedures			
Precision Approach with Powerplant Failure (manual control)			
Missed approach OEI			
Approach and landing with a powerplant failure			
Rejected takeoff			
Normal takeoff and climb			
Inflight Powerplant Failure and Restart			
Holding			
Inflight fire and smoke			
Flight by reference to standby flight instruments, backup instrumentation, or partial panel			
Non precision approach			
Airframe icing			
Visual approach			
Normal approach and landing			
Emergency evacuation			

Simulator Session 4	Brief	Crew	Single
Taxi	2.0	4.0	2.0
Before Takeoff Checks			
Normal Takeoff and Climb			
Windshear escape maneuver during take off			
Departure Procedures			
Steep Turns			
Recovery From Unusual Flight Attitudes			
TCAS Traffic Advisory (TA)			
TCAS Resolution Advisory (RA)			
Nonprecision Approach			
Circling Approach			
Missed Approach			
Landing From a Circling Approach			
Visual Approach (VFR Procedures)			
Windshear escape maneuver during landing			
Go-Around/Rejected Landing			
Normal Approach and Landing			
Landing from a No Flap or Nonstandard Flap Approach			
After landing, parking and securing			

Simulator Session 5	Brief	Crew	Single
Interior preflight inspection and prestart procedures Powerplant Start Taxi Before Takeoff Checks Rejected Takeoff Normal Takeoff and Climb Powerplant Failure During Second Segment OEI Climb to En Route Altitude Inflight Powerplant Failure and Restart Precision Approach Landing From a Precision Approach Instrument Takeoff Powerplant Failure During Takeoff at V1 Departure Procedures Precision Approach with Powerplant Failure (manual control) Missed Approach - OEI Approach and Landing with a Powerplant Failure Stall Prevention and Recovery Circling Approach Missed Approach Landing From a Circling Approach Visual Approach (VFR Procedures) Landing with Pitch Mistrim Inflight fire and smoke Normal Approach and Landing Emergency evacuation	2.0	4.0	2.0

Simulator Session 6 (LOFT)	Brief	Crew	Single
LOFT scenario shall be constructed in accordance with AC 120-35D (Flightcrew Member Line-Operational Simulations: Line-Oriented Flight Training, Special Purpose Operational Training, Line Operational Evaluation).	2.0	4.0	4.0

1.2 Course 2 Training Hours Summary

HS-125 Course 2			
Day 1	**Planned Hours**	**Ground**	**Systems Integration**
Aircraft Manuals	0.25	8.0	0.0
MEL and CDL	0.25		
CRM	1.00		
Aircraft General	0.75		
Weight and Balance	1.00		
Flight Planning and Performance	1.00		
Flight Profiles and Maneuvers	0.50		
Avionics and Communications	1.50		
Windshear	0.25		
Lighting	0.25		
Auxiliary Power Unit	0.25		
Electrical System	1.00		
Day 2	**Planned Hours**	**Ground**	**Systems Integration**
Avionics and Communications	1.00	8.0	0.0
Powerplant	1.00		
Oil System	0.25		
Thrust Reverse	0.50		
Fuel System	0.50		
Hydraulic System	0.50		
Landing Gear and Brakes	0.50		
Fire and Smoke Detection, Protection and Suppression	0.50		
Flight Controls	0.75		
Pneumatic and Environmental Systems	1.00		
Pitot-static System	0.25		
Ice Protection	0.50		
Oxygen	0.25		
Ground School Completion Exam	0.50		

Simulator Session 1	Brief	Crew	Single
Interior preflight and prestart procedures			
Powerplant Start			
Taxi			
Before Takeoff Checks			
Normal Takeoff and Climb			

Simulator Session 1	Brief	Crew	Single
Departure Procedures			
Steep Turns			
Recovery From Unusual Flight Attitudes			
Clean Configuration Stall prevention			
Partial Flap Configuration Stall Prevention			
Landing Configuration Stall Prevention			
Arrival Procedures			
Precision Approach			
Missed Approach			
Go-Around/Rejected Landing			
Landing From a Precision Approach			
Normal Approach and Landing			

Simulator Session 2	Brief	Crew	Single
Taxi			
Instrument takeoff			
Stall Prevention and Recovery			
TCAS Traffic Advisory (TA)			
TCAS Resolution Advisory (RA)			
Decompression			
Emergency Decent			
Holding			
Non-precision Approach			
Missed Approach			
Inflight Powerplant Failure and Restart			
Circling Approach			
Landing From a Circling Approach			
Visual Approach			
Landing from a No Flap or Nonstandard Flap Approach			
Landing with Pitch Mistrim			

Simulator Session 3	Brief	Crew	Single
Taxi			
Rejected Takeoff			
Instrument Takeoff			
Powerplant Failure During Takeoff at V1			
Airframe icing			
Precision Approach with Powerplant Failure (manual control)			
Missed Approach - OEI			

Simulator Session 3	Brief	Crew	Single
Precision Approach			
Landing From a Precision Approach			
Lower than Standard Minimum Takeoff			
Powerplant Failure During Second Segment			
OEI Climb to En Route Altitude			
Non-precision Approach			
Approach and Landing with a Powerplant Failure			
Inflight fire and smoke			
Flight by reference to standby flight instruments, backup instrumentation, or partial panel			
Emergency evacuation			

2 Ground School Learning Objectives – Course 1

2.1 Course 1 – Ground School Learning Objectives

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft General, Water and Waste	Understand Crew and Passenger Emergency Equipment - survival gear	Can explain the location, purpose and operation of emergency equipment in the aircraft
Aircraft General, Water and Waste	Understand Crew and Passenger Emergency Equipment - emergency exits	Can describe the operation of the airplane systems and components using correct terminology
Aircraft General, Water and Waste	Understand Crew and Passenger Emergency Equipment - emergency exits	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Aircraft General, Water and Waste	Understand Crew and Passenger Emergency Equipment - emergency exits	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Aircraft General, Water and Waste	Understand evacuation procedures and crew duties	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft General, Water and Waste	Understand Crew and Passenger Emergency Equipment - emergency exits	
Aircraft General, Water and Waste	Understand Crew and Passenger Emergency Equipment - emergency exits	
Aircraft General, Water and Waste	Understand Crew and Passenger Emergency Equipment - emergency exits	
Aircraft General, Water and Waste	Understand evacuation procedures and crew duties	
Aircraft General, Water and Waste	Understand installed equipment and furnishings	Can describe normal and abnormal operation of the aircraft exits, galleys, water and waste systems, lavatories, cargo areas, crewmember and passenger seats, bulkheads, seating and/or cargo configurations, and nonemergency equipment and furnishings.

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft General, Water and Waste	Understand Specific Flight Characteristics	Can describe Any aircraft characteristics relevant to all weather operations, such as flight deck visibility cutoff angles and the effect on flight deck visibility of proper eye height, seat position or instrument lighting intensities related to transition through areas of varying brightness levels. Pilots should be aware of the effects on flight visibility related to use of different flap settings, approach speeds, use of various landing or taxi lights, and proper procedures for use of windshield wipers and rain repellent. If windshield defog, anti-ice, or de-icing systems affect forward visibility, pilots should be aware of those effects and be familiar with proper settings for use of that equipment related to low-visibility landing.
Aircraft General, Water and Waste	Understand Specific Flight Characteristics	Can describe Visual reference information and address aircraft geometry limitations on visual references, actions to take with loss or partial loss of visual references, risks of inappropriate use of visual references, and necessary visual references for continuation after MDA or DA/DH. Issues discussed in Chapter 4, Procedures, for continuation or discontinuation of an approach should be comprehensively addressed.

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Crew and Passenger Emergency Equipment - emergency exits	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Electrical System -batteries	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Electrical System - alternators	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Electrical System - generators	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Electrical System - circuit breakers and protection devices	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Electrical System - controls	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Electrical System - indicators	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Electrical System - external and auxiliary power sources. (ground power and APU)	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Lighting	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Pitot Static System - associated instruments and the power source for those flight instruments	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Pitot Static System - Operation and power sources for other flight instruments	Can obtain information from OEM manuals with regard to the systems and components

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Avionics and communications - autopilot	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Avionics and communications - Electronic Flight Instrument Systems (EFIS)	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Avionics and communications - Flight Management System (FMS)	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Avionics and communications - Radar	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Avionics and communications - Inertial Navigation Systems (INS)	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Avionics and communications - ground-based navigation systems and components	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Avionics and communications - transponder	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Avionics and communications - ADS – Contract (ADS-C)	Can obtain information from OEM manuals with regard to the systems and components

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Avionics and communications - terrain awareness/warning/alert systems	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Avionics and communications - indicating devices	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Avionics and communications - emergency locator transmitter.	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Powerplant - turbine wheels	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Powerplant - compressors	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Powerplant - deicing, anti-icing	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Powerplant - controls and indications	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Powerplant - oil system capacity and quantities	Can obtain information from OEM manuals with regard to the systems and components

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Powerplant - allowable types of oil	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Powerplant - thrust reverse	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Propellers - type	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand propellers - feathering/unfeathering	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand propellers - auto-feather	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand propellers - negative torque sensing	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand propellers - synchronizing	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand propellers - synchrophasing	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand propeller - thrust reverse and uncommanded reverse	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Fire & smoke detection, protection, and suppression - powerplant	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	Can obtain information from OEM manuals with regard to the systems and components

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Fire & smoke detection, protection, and suppression - lavatory	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Fuel system - capacity and quantities	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Fuel system - drains	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Fuel system - pumps	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Fuel system - controls and indicators	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Fuel system - fuel substitutions	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Fuel system - cross-feeding	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Fuel system - transferring	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Fuel system - jettison	Can obtain information from OEM manuals with regard to the systems and components

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Fuel system - fuel grade	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Fuel system - additives	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Fuel system - fueling and defueling procedures	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Hydraulic system - capacity	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Hydraulic system - pumps	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Hydraulic system - pressure	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Hydraulic system - reservoirs	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Hydraulic system - allowable types of fluid	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Hydraulic system - regulators/accumulators	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Landing Gear - extension/retraction system	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Landing Gear - indicators	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Landing Gear - brakes	Can obtain information from OEM manuals with regard to the systems and components

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Landing Gear - antiskid	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Landing Gear - tires	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Landing Gear - nosewheel steering	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Landing Gear - shock absorbers	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Flight Controls - Ailerons	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Flight Controls - elevator	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Flight Controls - rudder	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Flight Controls - control tabs	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Flight Controls - control boost/augmentation systems	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Flight Controls - flaps	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Flight Controls - spoilers	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Flight Controls - leading edge devices	Can obtain information from OEM manuals with regard to the systems and components

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Flight Controls - speed brakes	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Flight Controls - trim systems	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Ice Protection - anti-ice & de-ice.	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Ice Protection - pitot-static system protection	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Ice Protection windshield	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Ice Protection airfoil surfaces	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Pneumatic and environmental system - heating, cooling, ventilation	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Pneumatic and environmental system - pressurization	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Pneumatic and environmental system - supply for ice protection systems	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Crew and Passenger Equipment - oxygen system	Can obtain information from OEM manuals with regard to the systems and components

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Crew and Passenger Equipment - passenger oxygen system	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Envelope protection—angle of attack warning and protection and speed protection	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand Avionics and communications - GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can obtain required navigation equipment for approach operations using WAAS or any operational restrictions/limitations, as outlined in the AFM, RFM, AFMS, OpSpec, MSpec, or LOA.
Aircraft Manuals	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain that AFM guidelines supersede all other information
Auxiliary Power Unit	Understand Auxiliary Power Unit (APU)	Can demonstrate familiarization with the contents of OEM manuals with regard to the systems and components
Auxiliary Power Unit	Understand Auxiliary Power Unit (APU)	Can describe the operation of the airplane systems and components using correct terminology
Auxiliary Power Unit	Understand Auxiliary Power Unit (APU)	Can explain system or component limitations

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Auxiliary Power Unit	Understand Auxiliary Power Unit (APU)	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Auxiliary Power Unit	Understand Auxiliary Power Unit (APU)	Can explain immediate action items or memory items, if appropriate
Auxiliary Power Unit	Understand Auxiliary Power Unit (APU)	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Auxiliary Power Unit	Understand Auxiliary Power Unit (APU)	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Auxiliary Power Unit	Understand Auxiliary Power Unit (APU)	
Auxiliary Power Unit	Understand Auxiliary Power Unit (APU)	
Auxiliary Power Unit	Understand Auxiliary Power Unit (APU)	
Auxiliary Power Unit	Understand Auxiliary Power Unit (APU)	
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain that RNAV 1 requires a total system error of not more than 1 nautical mile (NM) for 95 percent of the total flight time.
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain that RNAV 2 requires a total system error of not more than 2 NM for 95 percent of the total flight time

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain that Receiver Autonomous Integrity Monitoring (RAIM) is a technique used within a GPS receiver/processor to monitor GPS signal performance and is achieved by a consistency check among redundant measurements.
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain that an Instrument Departure Procedure (DP) is a published instrument flight rules (IFR) procedure providing obstruction clearance from the terminal area to the en route structure.
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain that a SID is a published IFR air traffic control (ATC) DP providing obstacle clearance and a transition from the terminal area to the en route structure.
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain that an obstacle Departure Procedure (ODP) is a preplanned IFR DP printed for pilot use in textual or graphic form to provide obstruction clearance via the least onerous route from the terminal area to the appropriate en route structure.
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain that a Standard Terminal Arrival (STAR) is a published IFR ATC arrival procedure that provides a transition from the en route structure to the terminal area
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain that an RNAV route within the high or low altitude structure of the contiguous United States, is designated by a “Q” or “T”

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain that operation on U.S. RNAV routes, DPs and STARs relies on normal descent profiles and identifies minimum segment altitude requirements
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain that pilots operating aircraft with an approved barometric vertical navigation (baro-VNAV) system may continue to use their baro-VNAV system while executing U.S. RNAV routes, DPs, and STARs, however operators must ensure compliance with all altitude constraints as published in the procedure by reference to the barometric altimeter
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain that operation on U.S. RNAV routes, DPs and STARs does not require the pilot to monitor ground-based Navigational Aids (NAVAID) used in position updating unless required by the Airplane Flight Manual (AFM), pilot’s operating handbook (POH), or the operating manual for their avionics
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain that operation on U.S. RNAV routes, DPs and STARs bases obstacle clearance assessments on the associated required RNAV system performance

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain that the onboard navigation data must be current and appropriate for the region of intended operation and must include the navigation aids, waypoints, and relevant coded terminal airspace procedures for the departure, arrival, and alternate airfields.
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain that at system initialization, pilots must confirm the navigation database is current and verify the aircraft's present position.
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain that RNAV DPs and STAR procedures must be retrieved by procedure name from the onboard navigation database and conform to the charted procedure
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain that whenever possible, RNAV routes should be extracted from the database in their entirety, rather than loading RNAV route waypoints from the database into the flight plan individually. Selecting and inserting individual, named fixes from the database is permitted, provided all fixes along the published route to be flown are inserted
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain that manual entry of waypoints using latitude/longitude or place/bearing is not permitted
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain that pilots must not change any RNAV DP or STAR database waypoint type from a flyby to a flyover or vice versa.

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain that flightcrews should crosscheck the cleared flight plan against charts or other applicable resources, as well as the navigation system textual display and the aircraft map display, if applicable
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain the importance of verification of assigned route and correct entry of transitions into RNAV System/FMS
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain the importance of verifying their aircraft navigation system is operating correctly and the correct runway and DP (including any applicable en route transition) are entered and properly depicted prior to flight
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain the importance of verifying proper entry of their ATC assigned route upon initial clearance and after any subsequent change of route.
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain the importance of verifying their aircraft navigation system is operating correctly and the transition and arrival runway is entered and properly displayed

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain that manually selecting aircraft bank limiting functions may reduce the aircraft's ability to maintain its desired track and are not recommended. Pilots should recognize manually selectable aircraft bank-limiting functions might reduce their ability to satisfy ATC path expectations, especially when executing large angle turns. This should not be construed as a requirement to deviate from AFM procedures; rather, pilots should be encouraged to limit the selection of such functions within accepted procedures
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain that DPs and STARs are flown as RNAV 1 procedures. RNAV routes are flown as RNAV 2 unless otherwise specified
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain that For DPs, the pilot must be able to engage RNAV equipment to follow flight guidance for lateral RNAV no later than 500 feet above airport elevation.
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain that pilots must use a lateral deviation indicator (or equivalent navigation map display), flight director and/or autopilot in lateral navigation mode on RNAV 1 routes. The full-scale course deviation indicator (CDI) deflection value of ±1 NM is acceptable

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain that pilots of aircraft without GPS/GNSS, using DME/DME/IRU, must ensure the aircraft navigation system position is confirmed, within 1,000 feet, at the start point of takeoff roll. The use of an automatic or manual runway update is an acceptable means of compliance with this requirement. A navigation map may also be used to confirm aircraft position, if pilot procedures and display resolution allow for compliance with the 1,000-foot tolerance requirement
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain that the pilot must notify ATC of any loss of the RNAV capability, together with the proposed course of action. If unable to comply with the requirements of an RNAV procedure, pilots must advise ATC as soon as possible.
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can describe the depiction of waypoint types (flyover and flyby) and path terminators
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can describe the required navigation equipment for operation on RNAV routes, DPs, and STARs (for example, DME/DME/IRU and GPS/GNSS)
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can describe system specific levels of automation, mode annunciations, mode changes, alerts, interactions, reversions and degradation

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can describe the functional interaction with other aircraft systems
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can describe the meaning and appropriateness of route discontinuities as well as related flightcrew procedures
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can describe the monitoring procedures for each phase of flight (for example, monitor PROG or LEGS page)
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain the types of navigation sensors (for example, DME, IRU, GPS/GNSS) utilized by the RNAV system and associated system prioritization/weighting/logic
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain turn anticipation regarding speed and altitude effects
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can describe proper interpretation of electronic displays and symbols
Avionics and Communications	Understand Avionics and communications - autopilot	Can describe the operation of the airplane systems and components using correct terminology
Avionics and Communications	Understand Avionics and communications - autopilot	Can explain system or component limitations
Avionics and Communications	Understand Avionics and communications - autopilot	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Avionics and Communications	Understand Avionics and communications - autopilot	Can explain immediate action items or memory items, if appropriate

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - autopilot	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Avionics and Communications	Understand Avionics and communications - autopilot	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Avionics and Communications	Understand Avionics and communications - Electronic Flight Instrument Systems (EFIS)	Can describe the operation of the airplane systems and components using correct terminology
Avionics and Communications	Understand Avionics and communications - Electronic Flight Instrument Systems (EFIS)	Can explain system or component limitations
Avionics and Communications	Understand Avionics and communications - Electronic Flight Instrument Systems (EFIS)	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Avionics and Communications	Understand Avionics and communications - Electronic Flight Instrument Systems (EFIS)	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can describe the operation of the airplane systems and components using correct terminology
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain system or component limitations
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Avionics and Communications	Understand Avionics and communications - Radar	Can describe the operation of the airplane systems and components using correct terminology
Avionics and Communications	Understand Avionics and communications - Radar	Can explain system or component limitations
Avionics and Communications	Understand Avionics and communications - Radar	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Avionics and Communications	Understand Avionics and communications - Inertial Navigation Systems (INS)	Can describe the operation of the airplane systems and components using correct terminology
Avionics and Communications	Understand Avionics and communications - Inertial Navigation Systems (INS)	Can explain system or component limitations
Avionics and Communications	Understand Avionics and communications - Inertial Navigation Systems (INS)	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Avionics and Communications	Understand Avionics and communications - Inertial Navigation Systems (INS)	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Inertial Navigation Systems (INS)	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can describe the operation of the airplane systems and components using correct terminology
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain system or component limitations
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	Can describe the operation of the airplane systems and components using correct terminology
Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	Can explain system or component limitations

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Avionics and Communications	Understand Avionics and communications - transponder	Can describe the operation of the airplane systems and components using correct terminology
Avionics and Communications	Understand Avionics and communications - transponder	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Avionics and Communications	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	Can describe the operation of the airplane systems and components using correct terminology
Avionics and Communications	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	Can explain system or component limitations
Avionics and Communications	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Avionics and Communications	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can describe the operation of the airplane systems and components using correct terminology
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain system or component limitations
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain immediate action items or memory items, if appropriate
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Avionics and Communications	Understand Avionics and communications - terrain awareness/warning/alert systems	Can describe the operation of the airplane systems and components using correct terminology

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - terrain awareness/warning/alert systems	Can explain system or component limitations
Avionics and Communications	Understand Avionics and communications - terrain awareness/warning/alert systems	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Avionics and Communications	Understand Avionics and communications - terrain awareness/warning/alert systems	Can explain immediate action items or memory items, if appropriate
Avionics and Communications	Understand Avionics and communications - terrain awareness/warning/alert systems	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Avionics and Communications	Understand Avionics and communications - terrain awareness/warning/alert systems	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Avionics and Communications	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can describe the operation of the airplane systems and components using correct terminology
Avionics and Communications	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can explain system or component limitations
Avionics and Communications	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Avionics and Communications	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Avionics and Communications	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can describe the operation of the airplane systems and components using correct terminology
Avionics and Communications	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can explain system or component limitations
Avionics and Communications	Understand Avionics and communications - indicating devices	Can describe the operation of the airplane systems and components using correct terminology
Avionics and Communications	Understand Avionics and communications - indicating devices	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Avionics and Communications	Understand Avionics and communications - indicating devices	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Avionics and Communications	Understand Avionics and communications - indicating devices	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Avionics and Communications	Understand Avionics and communications - emergency locator transmitter.	Can describe the operation of the airplane systems and components using correct terminology
Avionics and Communications	Understand Avionics and communications - emergency locator transmitter.	Can explain system or component limitations

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - emergency locator transmitter.	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Avionics and Communications	Understand Avionics and communications - emergency locator transmitter.	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Avionics and Communications	Understand Avionics and communications - emergency locator transmitter.	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Avionics and Communications	Understand Envelope protection—angle of attack warning and protection and speed protection	Can describe the operation of the airplane systems and components using correct terminology
Avionics and Communications	Understand Envelope protection—angle of attack warning and protection and speed protection	Can explain system or component limitations
Avionics and Communications	Understand Envelope protection—angle of attack warning and protection and speed protection	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Avionics and Communications	Understand Envelope protection—angle of attack warning and protection and speed protection	Can explain immediate action items or memory items, if appropriate
Avionics and Communications	Understand Envelope protection—angle of attack warning and protection and speed protection	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Envelope protection—angle of attack warning and protection and speed protection	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Avionics and Communications	Understand Avionics and communications - autopilot	
Avionics and Communications	Understand Avionics and communications - autopilot	
Avionics and Communications	Understand Avionics and communications - autopilot	
Avionics and Communications	Understand Avionics and communications - autopilot	
Avionics and Communications	Understand Avionics and communications - Electronic Flight Instrument Systems (EFIS)	
Avionics and Communications	Understand Avionics and communications - Electronic Flight Instrument Systems (EFIS)	
Avionics and Communications	Understand Avionics and communications - Electronic Flight Instrument Systems (EFIS)	
Avionics and Communications	Understand Avionics and communications - Electronic Flight Instrument Systems (EFIS)	
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Flight Management System (FMS)	
Avionics and Communications	Understand Avionics and communications - Radar	
Avionics and Communications	Understand Avionics and communications - Radar	
Avionics and Communications	Understand Avionics and communications - Radar	
Avionics and Communications	Understand Avionics and communications - Radar	
Avionics and Communications	Understand Avionics and communications - Inertial Navigation Systems (INS)	
Avionics and Communications	Understand Avionics and communications - Inertial Navigation Systems (INS)	
Avionics and Communications	Understand Avionics and communications - Inertial Navigation Systems (INS)	
Avionics and Communications	Understand Avionics and communications - Inertial Navigation Systems (INS)	
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	
Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	
Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	
Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	
Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	
Avionics and Communications	Understand Avionics and communications - transponder	
Avionics and Communications	Understand Avionics and communications - transponder	
Avionics and Communications	Understand Avionics and communications - transponder	
Avionics and Communications	Understand Avionics and communications - transponder	
Avionics and Communications	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	
Avionics and Communications	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	
Avionics and Communications	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	
Avionics and Communications	Understand Avionics and communications - ADS – Contract (ADS-C)	
Avionics and Communications	Understand Avionics and communications - ADS – Contract (ADS-C)	
Avionics and Communications	Understand Avionics and communications - ADS – Contract (ADS-C)	
Avionics and Communications	Understand Avionics and communications - ADS – Contract (ADS-C)	
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - terrain awareness/warning/alert systems	
Avionics and Communications	Understand Avionics and communications - terrain awareness/warning/alert systems	
Avionics and Communications	Understand Avionics and communications - terrain awareness/warning/alert systems	
Avionics and Communications	Understand Avionics and communications - terrain awareness/warning/alert systems	
Avionics and Communications	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	
Avionics and Communications	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	
Avionics and Communications	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	
Avionics and Communications	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	
Avionics and Communications	Understand Avionics and communications - indicating devices	
Avionics and Communications	Understand Avionics and communications - indicating devices	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - indicating devices	
Avionics and Communications	Understand Avionics and communications - indicating devices	
Avionics and Communications	Understand Avionics and communications - emergency locator transmitter.	
Avionics and Communications	Understand Avionics and communications - emergency locator transmitter.	
Avionics and Communications	Understand Avionics and communications - emergency locator transmitter.	
Avionics and Communications	Understand Avionics and communications - emergency locator transmitter.	
Avionics and Communications	Understand Envelope protection—angle of attack warning and protection and speed protection	
Avionics and Communications	Understand Envelope protection—angle of attack warning and protection and speed protection	
Avionics and Communications	Understand Envelope protection—angle of attack warning and protection and speed protection	
Avionics and Communications	Understand Envelope protection—angle of attack warning and protection and speed protection	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can describe the meaning and proper use of aircraft equipment/navigation capability codes used on the flight plan
Avionics and Communications	Understand Avionics and communications - RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can explain instrument procedure characteristics as determined from chart depiction and textual description
Avionics and Communications	Understand Avionics and communications - RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can interpret the depiction of waypoint types (flyover and flyby) as well as associated aircraft flightpaths
Avionics and Communications	Understand Avionics and communications - RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can explain that a waypoint may be a flyover in one procedure and the same waypoint may also be a flyby in another procedure;
Avionics and Communications	Understand Avionics and communications - RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can list required equipment for RNP operations

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can interpret aircraft automation, mode annunciations, changes, alerts, interactions, reversions, and degradations
Avionics and Communications	Understand Avionics and communications - RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can explain functional integration with other aircraft systems
Avionics and Communications	Understand Avionics and communications - RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can explain the meaning of route discontinuities and appropriate flightcrew procedures;
Avionics and Communications	Understand Avionics and communications - RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can list the types of navigation sensors used by the RNP system and their annunciations
Avionics and Communications	Understand Avionics and communications - RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can explain turn anticipation with consideration to speed and altitude effects

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can interpret electronic displays and symbols
Avionics and Communications	Understand Avionics and communications - RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can describe appropriate selection of course deviation indicator (CDI) scaling (lateral deviation display scaling)
Avionics and Communications	Understand Avionics and communications - RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can explain the importance of maintaining the published path and maximum airspeeds while performing RNP operations with Radius to Fix (RF) legs (if applicable)
Avionics and Communications	Understand Avionics and communications - RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can interpret the depiction of path terminators, associated aircraft flightpaths, altitude, and speed restrictions
Avionics and Communications	Understand Avionics and communications - RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can describe flightcrew contingency procedures for a loss of RNP capability; and
Avionics and Communications	Understand Avionics and communications - RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.	Can explain the performance requirement to couple the autopilot (AP)/flight director (FD) to the navigation system's lateral guidance on RNP procedures, if required
Avionics and Communications	Understand Avionics and communications - GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can describe the meaning and proper use of aircraft equipment/navigation suffixes
Avionics and Communications	Understand Avionics and communications - GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can explain instrument procedure characteristics as determined from chart depiction and textual description

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can state that manual change of waypoints included in the approach is prohibited
Avionics and Communications	Understand Avionics and communications - GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can differentiate between ILS flight guidance cues and LPV guidance cues
Avionics and Communications	Understand Avionics and communications - GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can describe levels of automation, mode annunciations, changes, alerts, interactions, reversions, and degradations.
Avionics and Communications	Understand Avionics and communications - GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can describe functional integration with other aircraft systems

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can describe the performance requirement and the fail-down capabilities of the system
Avionics and Communications	Understand Avionics and communications - GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	
Avionics and Communications	Understand Avionics and communications - GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	
Avionics and Communications	Understand Avionics and communications - GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can describe alternate airport requirements and selection of an alternate airport.

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can differentiate between "substitute means of navigation" and "alternate means of navigation"
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain the definition of Alternate Means of Navigation
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can state the definition of RAIM
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain the definition of Substitute Means of Navigation

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can describe the ways in which a suitable RNAV system may be used
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain that the ways in which a suitable RNAV system may be used still apply, even when a facility is identified as required
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain that unless otherwise specified, an otherwise suitable RNAV system cannot be used for navigation on procedures that are identified as not authorized by notam. (For example, an operator may not use a RNAV system to navigate on a procedure affected by an expired or unsatisfactory flight inspection, or a procedure that is based upon a recently decommissioned NAVAID)
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain that an otherwise suitable RNAV system cannot be used for substitution of the NAVAID providing lateral guidance for the final approach segment

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain that an otherwise suitable RNAV system cannot be used for Lateral navigation on LOC-based courses (including LOC back-course guidance) without reference to raw LOC data
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain that The navigation data should be current for the duration of the flight. If the Aeronautical Information Regulation and Control (AIRAC) cycle will change during flight, operators and pilots should establish procedures to ensure the accuracy of navigation data, including suitability of navigation facilities used to define the routes and procedures for flight. Traditionally, this has been accomplished by verifying electronic data against paper products
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain that Pilots must extract waypoints, NAVAIDs, and fixes by name from the onboard navigation database and comply with the charted procedure or route

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain that pilots may not manually enter published procedure or route waypoints via latitude/longitude, place/bearing, or place/bearing/distance into the aircraft system
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain that Pilots are expected to accurately track procedure and route centerlines (CL), as depicted by onboard lateral deviation indicators (LDI), displays, and/or flight guidance during all operations described in this AC unless otherwise authorized to deviate by air traffic control (ATC) or in the instance of an emergency condition
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain that Operators operating under parts 91K, 121, 125, 129, and 135 must also be equipped with at least one other independent navigation system in addition to an installed and operable RNAV system. This additional system must be suitable, in the event of loss of navigation capability of the RNAV system, for proceeding safely to a suitable airport and completing an instrument approach.

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain that ADF equipment need not be installed and operational, although operators of aircraft without an ADF will be bound by the operational requirements defined in AC 90-108 and not have access to some procedures (that is, there may be instances when some operations might not be conducted without ADF equipment).
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain that for the purposes of flight planning, any required alternate airport must have an available IAP that does not require the use of GPS.
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain that RNAV systems using GPS input may be used as an alternate means of navigation without restriction.
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain RAIM prediction requirements when using GPS as a substitute means of navigation

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain that RNAV systems using WAAS input may be used as an alternate means of navigation without restriction.
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain that operators planning to use TSO-C145/-C146 equipment as a substitute means of navigation must check WAAS NOTAMs and confirm WAAS availability for the applicable operation and time
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain that RNAV systems using DME/DME/IRU, without GPS input, may be used as an alternate means of navigation where valid DME/DME position updating is published as available (for example, by NOTAM or authorization).

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - suitability and use of Area Navigation (RNAV) systems while operating on, or transitioning to, conventional, i.e., non-RNAV, routes and procedures within the U.S. National Airspace System (NAS)	Can explain that In order to use a substitute means of navigation on departure procedures, pilots of aircraft with RNAV systems using DME/DME/IRU, without GPS input, must ensure their aircraft navigation system position is confirmed, within 1,000 feet, at the start point of takeoff roll. The use of an automatic or manual runway update is an acceptable means of compliance with this requirement. A navigation map display may also be used to confirm aircraft position, if pilot procedures and display resolution allow for compliance with the 1,000-foot tolerance requirement.
Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	Can describe The navigation systems to be used, such as the instrument landing system (ILS) with its associated critical area protection criteria, marker beacons, distance measuring equipment (DME), compass locators, or other relevant systems should be addressed to the extent necessary for safe operations. For Ground Based Augmentation System (GBAS) Landing System (GLS)), any characteristics or constraints regarding that method of navigation must be addressed (e.g., proper procedure waypoint selection and use, integrity assurance, loss of satellite availability or failure, terrain masking).
Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	Can identify Visual aids including Approach Lighting Systems (ALS), runway lighting systems, markings/lighting associated with declared distances, taxiway lighting, color coding of the centerline lighting for distance remaining, Low-Visibility Operations (LVO)/Surface Movement Guidance and Control System (SMGCS) lighting, and any other lighting systems relevant to an AWO environment should be addressed.

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	Can identify automatic or perform manual input requiring parameters, such as inbound course or automatic/manually tuned navigation frequencies, the importance of checking that proper selections have been made to ensure appropriate system performance, and the sequence and management of any mode changes.
Avionics and Communications	Understand Avionics and communications - ground-based navigation systems and components	
Avionics and Communications	Understand Avionics and Communications - Instruments	Can interpret situation information displays, as applicable.
Avionics and Communications	Understand Avionics and Communications - Supporting Systems	Can interpret Other associated instrumentation and displays including any head-up display, guidance system, vision system, monitoring displays, status displays, mode annunciation displays, failure or warning annunciations, and associated system status displays that may be relevant. When such airborne systems are used as the basis for category(s) of minima (e.g. HUD or SVGS for Special Authorization (SA) CAT I; AP, F/D, or HUD for CAT I Landing Minima with Reduced Lighting (RVR 1800)), training should address the relationships between the various system components and the minima for which they are required.

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and Communications - Instruments	Can describe proper application of controlling and/or advisory RVR, appropriate runway light settings, and proper determination of RVR values reported at foreign facilities.
Avionics and Communications	Understand Avionics and Communications - Instruments	Can describe proper application of MDA, DA/DH, or AH, including proper use and setting of altimeter bugs, use of the inner marker (IM) where authorized or required due to irregular underlying terrain, and appropriate altimeter setting procedures for the barometric altimeter consistent with the operator's practice of using either altimeter setting referenced to airport ambient local pressure (QNH) or altimeter setting referenced to airport field elevation (QFE).
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems - TCAS Failure procedure	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can define TA (Traffic Advisory) as Aural voice and display information provided by TCAS to a flightcrew, identifying the location of nearby traffic that meets certain minimum separation criteria
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can describe TCAS on-ground performance

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can appreciate that the see-and-avoid concept is still valid even with TCAS
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can define Increase, reversal, crossing, and weakened Ras
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can appreciate that That TCAS II assures separation from aircraft equipped with an altitude-reporting transponder;
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain the detection and protection provided by TCAS against altitude-reporting and non-altitude-reporting intruders
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can appreciate that the system detects multiple aircraft
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain TCAS to TCAS coordination
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can appreciate the potential impact of not following RAs
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can differentiate between TCAS surveillance range versus display range
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain when an intruder will not be displayed

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain the normal, expected pilot response to TAs, RAs, use of displayed traffic information to establish visual contact, and constraints on maneuvering based solely on Tas.
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can state RA inhibit altitudes
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can discuss the risks inherent to an inability to comply with an RA due to aircraft performance limitations after an engine failure, and appropriate response to RAs in limiting performance conditions, such as during heavy weight takeoff or while en route at maximum altitude for a particular weight.
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain communication and coordination with ATC related to or following a TCAS event, when to contact ATC, and accepted TCAS phraseology.
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can identify TCAS symbology
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain radar altimeter inputs to TCAS, and weather radar/electronic flight information system (EFIS) interfaces

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can demonstrate familiarization with AFM provisions including information on TCAS modes of operation; normal and atypical flightcrew operating procedures; and response to TAs, RAs, and any AFM limitations.
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can demonstrate familiarization with MEL procedures related to TCAS
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can describe appropriate pilot response to TCAS RAs and TAs, ATC clearance compliances and nuisance alerts.
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can sate that TCAS interrogates other transponder-equipped aircraft within a nominal range of 14 nautical miles (NM).
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can appreciate that TCAS surveillance range can be reduced in geographic areas with a large number of ground interrogators and/or TCAS II equipped aircraft
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can state that TAs can be issued against any transponder-equipped aircraft which responds to the ICAO Mode C interrogations, even if the aircraft does not have altitude reporting capability.
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can state that RAs can be issued only against aircraft that are reporting altitude and only in the vertical plane

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can state that RAs issued against a TCAS-equipped intruder are coordinated to ensure the issuance of complementary RAs
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain that TCAS advisories are based on time to CPA rather than distance. The time must be short and vertical separation must be small, or projected to be small, before an advisory can be issued. The separation standards provided by Air Traffic Services (ATS) are different from the missed distances against which TCAS issues an alert
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain that the time must be short and vertical separation must be small, or projected to be small, before an advisory can be issued.
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can appreciate that the separation standards provided by Air Traffic Services (ATS) are different from the missed distances against which TCAS issues an alert
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can appreciate that the thresholds for issuing a TA or RA vary with altitude, and are larger at higher altitudes.
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can appreciate that TA threshold (trigger point) varies from 20 to 48 seconds before the projected CPA and the RA tau threshold varies from 15 to 35 seconds

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain that RAs are chosen to provide the desired vertical missed distance at CPA. As a result, RAs can instruct a climb or descent through the intruder aircraft's altitude.
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can appreciate that TCAS will neither track nor display non-transponder-equipped aircraft, nor aircraft not responding to TCAS Mode C interrogations.
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain that TCAS will automatically fail if the input from the aircraft's barometric altimeter, radio altimeter, or transponder is lost
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can appreciate that TCAS may not display all proximate transponder-equipped aircraft in areas of high-density traffic.
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can appreciate that, Because of design limitations, the bearing displayed by TCAS is not sufficiently accurate to support the initiation of horizontal maneuvers based solely on the traffic display
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can appreciate that Because of design limitations, TCAS will not track intruders with a Vertical Speed (VS) in excess of 10,000 feet per minute (fpm). In addition, the design implementation may result in some short-term errors in the tracked VS of an intruder during periods of high vertical acceleration by the intruder

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can appreciate that Ground proximity warning system (GPWS) warnings and windshear warnings take precedence over TCAS advisories. When either a GPWS or windshear warning is active, TCAS aural annunciations will be inhibited.
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can appreciate that “INCREASE DESCENT” RAs are inhibited below 1,450 (±100) feet AGL
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can appreciate that “DESCEND” RAs are inhibited below 1,100 (±100) feet AGL.
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can appreciate that all RAs are inhibited below 1,000 (±100) feet AGL.
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can appreciate that all TCAS aural annunciations are inhibited below 500 (±100) feet AGL.
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can appreciate that . If your aircraft type provides RA climb and increase climb commands at certified ceiling, the commands are to be followed.

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can demonstrate the proper use of controls including appreciate that low display ranges are used in the terminal area and the higher display ranges are used in the en route environment and in the transition between the terminal and en route environment.
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can demonstrate the proper use of controls including appreciate that if available, recommended usage of the "ABOVE/BELOW" mode selector. "ABOVE" mode should be used during climb and the "BELOW" mode should be used during descent.
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can demonstrate the proper use of controls including appreciate that the configuration of the display does not affect the TCAS surveillance volume.
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can demonstrate the proper use of controls including appreciate the benefits of selecting lower ranges when an advisory is issued, in order to increase display resolution
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can demonstrate the proper use of controls including differentiate between the display of absolute altitude and relative altitude and explain the limitations of using this display if a barometric correction is not provided to TCAS.

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can execute proper configuration to display the appropriate TCAS information without eliminating the display of other needed information.
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can recognize traffic within the selected display range that is not proximate traffic, (not causing a TA or RA to be issued).
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can recognize proximate traffic in the display, i.e. traffic that is within 6 NM and ±1200 feet.
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can recognize non-altitude reporting traffic in the display.
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can recognize no bearing TAs and RAs
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can determine when it is necessary to change the selected range for off-scale TAs and RAs to ensure that all available information on the intruder is displayed.
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can describe how to select the minimum available display range which allows the display of TAs to provide the maximum display resolution
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can describe how to select the minimum available display range which allows the display of TAs to provide the maximum display resolution

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can appreciate that navigation displays oriented on track-up may require a pilot to make a mental adjustment for drift angle when assessing the bearing of proximate traffic.
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can explain the meaning of the red and green areas displayed on the RA display and when the green areas will and will not be displayed.
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can demonstrate general familiarization with the operator's guidance for the use of "TA-ONLY."
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can appreciate that if "TA-ONLY" is not selected when an airport is conducting simultaneous operations from parallel runways separated by less than 1,200 feet, and to some intersecting runways, RAs can be expected
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can appreciate that in TA mode, the TA aural annunciation is inhibited below 500 feet AGL. As a result, TAs issued below 500 feet AGL may not be noticed unless the TA display is included in the routine instrument scan.
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can appreciate that in TA-ONLY mode, TAs will be issued at the time an RA is normally issued.
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can describe the division of duties between Pilot Flying (PF) and pilot monitoring (PM)

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can state the expected callouts during a TA or RA
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can describe proper communications with ATC during a TA or RA
Avionics and Communications	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can describe the conditions under which an RA may not be followed and who will make this decision
Avionics and Communications	Understand OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)	
Avionics and Communications	Understand OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)	
Avionics and Communications	Understand OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)	Can explain C073 is authorized for runways served by a published RNAV IAP (“RNAV (GPS),” “RNAV (RNP),” or “GPS” in the title) with a published lateral navigation (LNAV)/VNAV or Required Navigation Performance (RNP) DA, and is selected from an approved and current database.

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)	Can explain C073 is authorized for runways served by a published RNAV IAP (“RNAV (GPS),” “RNAV (RNP),” or “GPS” in the title) with a published lateral navigation (LNAV)/VNAV or Required Navigation Performance (RNP) DA, and has the exact published final approach course as the RNAV IAP.
Avionics and Communications	Understand OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)	Can explain C073 is authorized for runways served by a published RNAV IAP (“RNAV (GPS),” “RNAV (RNP),” or “GPS” in the title) with a published lateral navigation (LNAV)/VNAV or Required Navigation Performance (RNP) DA, and the MDA is equal to or higher than the LNAV/VNAV or RNP DA.

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)	Can explain C073 is authorized for runways served by a published RNAV IAP (“RNAV (GPS),” “RNAV (RNP),” or “GPS” in the title) with a published lateral navigation (LNAV)/VNAV or Required Navigation Performance (RNP) DA, and has a published VDA coincident with or higher than the barometric vertical guidance (glideslope (GS)) on the published RNAV IAP. A published VDA is not required when using the LNAV minima line on an RNAV IAP that also has a published lateral approach procedures with vertical guidance (LPV) and/or LNAV/VNAV DA.
Avionics and Communications	Understand OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)	Can explain C073 is authorized for runways served by a published instrument landing system (ILS), Global Positioning System (GPS) landing system (GLS), or RNAV IAP with LPV minima, and Is selected from an approved and current database.
Avionics and Communications	Understand OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)	Can explain C073 is authorized for runways served by a published instrument landing system (ILS), Global Positioning System (GPS) landing system (GLS), or RNAV IAP with LPV minima, and has the exact published final approach course as the ILS, GLS, or RNAV IAP.

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)	Can explain C073 is authorized for runways served by a published instrument landing system (ILS), Global Positioning System (GPS) landing system (GLS), or RNAV IAP with LPV minima, and the MDA is equal to or higher than the ILS, GLS, or LPV DA.
Avionics and Communications	Understand OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)	Can explain C073 is authorized for runways served by a published instrument landing system (ILS), Global Positioning System (GPS) landing system (GLS), or RNAV IAP with LPV minima, and has a published VDA coincident with or higher than the electronic GS on the published ILS, GLS, or RNAV IAP. (i) A published VDA is not required on an ILS/Localizer (LOC) approach when the ILS GS is out of service and the approach is flown using LOC-only procedures.

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)	Can explain C073 is authorized for runways served by a published instrument landing system (ILS), Global Positioning System (GPS) landing system (GLS), or RNAV IAP with LPV minima, and has a published VDA coincident with or higher than the electronic GS on the published ILS, GLS, or RNAV IAP. (ii) A published VDA is not required when using the LNAV minima line on an RNAV IAP that also has a published LPV and/or LNAV/VNAV DA.
Avionics and Communications	Understand OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)	Can explain VNAV Path Angle Limits. The VNAV path angle must be in the range of 2.75 to 3.77 degrees for Category A, B, and C airplanes and 2.75 to 3.50 degrees for Category D airplanes
Avionics and Communications	Understand OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)	Can explain when operating into an airfield with a 14 CFR Part 139 Visual Glide Slope Indicator (VGSI), the VDA or GS on the published final approach course must be coincident with or higher than the published VGSI descent angle. Note: The certificate holder must refer to the FAA Chart Supplement to verify that there are no VGSI restrictions if the final approach course is offset from the extended RCL.

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)	Can explain when operating into an airfield with a 14 CFR Part 139 Visual Glide Slope Indicator (VGSI), the published final approach course must be within plus or minus 4 degrees of the runway centerline (RCL). Note: The certificate holder must refer to the FAA Chart Supplement to verify that there are no VGSI restrictions if the final approach course is offset from the extended RCL.
Avionics and Communications	Understand OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)	Can explain the certificate holder may use baro-VNAV as advisory information to an MDA when the airfield temperature is outside of the RNAV (GPS) or RNAV (RNP) IAP temperature range limitation if the following requirements are met: do not use the MDA as a DA.
Avionics and Communications	Understand OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)	Can explain the certificate holder may use baro-VNAV as advisory information to an MDA when the airfield temperature is outside of the RNAV (GPS) or RNAV (RNP) IAP temperature range limitation if the following requirements are met: the MDA must be equal to or higher than the DA.

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)	Can explain the certificate holder may use baro-VNAV as advisory information to an MDA when the airfield temperature is outside of the RNAV (GPS) or RNAV (RNP) IAP temperature range limitation if the following requirements are met: the MDA and DA must have the same published final approach course.
Avionics and Communications	Understand OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems	
Avionics and Communications	Understand OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems	
Avionics and Communications	Understand OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems	Can explain how pilots should notify ATC of conditions (e.g., equipment failures and weather conditions) that may affect the ability of the aircraft to maintain position within the designated B-RNAV/RNAV 5 airspace.
Avionics and Communications	Understand OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems	Can explain RNP-5 as it relates to B-RNAV/RNAV 5 requirements in B-RNAV/RNAV 5 airspace
Avionics and Communications	Understand OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems	Can explain airspace where B-RNAV/RNAV 5 is required.

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems	Can explain changes to charting and documents to reflect B-RNAV/RNAV 5
Avionics and Communications	Understand OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems	Can explain navigation equipment required to be operational for flight in designated B-RNAV/RNAV 5 airspace, and the limitations associated with the RNAV equipment
Avionics and Communications	Understand OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems	Can explain flight planning requirements
Avionics and Communications	Understand OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems	Can explain Contingency procedures (e.g., for equipment failure)
Avionics and Communications	Understand OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems	Can explain en route, terminal, and approach procedures applicable to B-RNAV/RNAV 5
Avionics and Communications	Understand OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems	Can explain the pilot informaiton in AC 90-96 Approval of U.S. Operators and Aircraft To Operate Under Instrument Flight Rules (IFR) In European Airspace Designated For Basic Area Navigation (B-RNAV)/RNAV 5 and Precision Area Navigation (P-RNAV)
CRM/SRM	Understand Mitigating Risks of an Incorrect Airport Surface Approach and Landing	Can explain the characteristics of effective CRM
CRM/SRM	Understand Crew Resource Management (CRM)	Can evaluate the authority of the pilot in command;

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
CRM/SRM	Understand Crew Resource Management (CRM)	Can discuss communication processes, decisions, and coordination, to include communication with Air Traffic Control, personnel performing flight locating and other operational functions, and passengers;
CRM/SRM	Understand Crew Resource Management (CRM)	Can manage building and maintenance of a flight team;
CRM/SRM	Understand Crew Resource Management (CRM)	Can discuss workload and time management;
CRM/SRM	Understand Crew Resource Management (CRM)	Can discuss methods for ensuring situational awareness is maintained
CRM/SRM	Understand Crew Resource Management (CRM)	Can appreciate the effects of fatigue on performance, avoidance strategies and countermeasures;
CRM/SRM	Understand Crew Resource Management (CRM)	Can appreciate the effects of stress and stress reduction strategies
CRM/SRM	Understand Crew Resource Management (CRM)	Can determine aeronautical decision-making and judgment training tailored to the operator's flight operations and aviation environment.
CRM/SRM	Understand Crew Resource Management (CRM)	Can explain the airplane pilot competency framework and associated observable behaviors
CRM/SRM	Understand Crew Resource Management (CRM)	Can relate the airplane pilot competency framework to threat and error management
Electrical System	Understand Electrical System -batteries	Can describe the operation of the airplane systems and components using correct terminology
Electrical System	Understand Electrical System -batteries	Can explain system or component limitations

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System -batteries	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Electrical System	Understand Electrical System -batteries	Can explain immediate action items or memory items, if appropriate
Electrical System	Understand Electrical System -batteries	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Electrical System	Understand Electrical System -batteries	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Electrical System	Understand Electrical System - alternators	Can describe the operation of the airplane systems and components using correct terminology
Electrical System	Understand Electrical System - alternators	Can explain system or component limitations
Electrical System	Understand Electrical System - alternators	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Electrical System	Understand Electrical System - alternators	Can explain immediate action items or memory items, if appropriate
Electrical System	Understand Electrical System - alternators	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Electrical System	Understand Electrical System - alternators	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - generators	Can describe the operation of the airplane systems and components using correct terminology
Electrical System	Understand Electrical System - generators	Can explain system or component limitations
Electrical System	Understand Electrical System - generators	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Electrical System	Understand Electrical System - generators	Can explain immediate action items or memory items, if appropriate
Electrical System	Understand Electrical System - generators	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Electrical System	Understand Electrical System - generators	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Electrical System	Understand Electrical System - circuit breakers and protection devices	Can describe the operation of the airplane systems and components using correct terminology
Electrical System	Understand Electrical System - circuit breakers and protection devices	Can explain system or component limitations
Electrical System	Understand Electrical System - circuit breakers and protection devices	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Electrical System	Understand Electrical System - circuit breakers and protection devices	Can explain immediate action items or memory items, if appropriate

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - circuit breakers and protection devices	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Electrical System	Understand Electrical System - circuit breakers and protection devices	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Electrical System	Understand Electrical System - controls	Can describe the operation of the airplane systems and components using correct terminology
Electrical System	Understand Electrical System - controls	Can explain system or component limitations
Electrical System	Understand Electrical System - controls	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Electrical System	Understand Electrical System - controls	Can explain immediate action items or memory items, if appropriate
Electrical System	Understand Electrical System - controls	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Electrical System	Understand Electrical System - controls	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Electrical System	Understand Electrical System - indicators	Can describe the operation of the airplane systems and components using correct terminology
Electrical System	Understand Electrical System - indicators	Can explain system or component limitations

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - indicators	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Electrical System	Understand Electrical System - indicators	Can explain immediate action items or memory items, if appropriate
Electrical System	Understand Electrical System - indicators	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Electrical System	Understand Electrical System - indicators	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Electrical System	Understand Electrical System - external and auxiliary power sources. (ground power and APU)	Can describe the operation of the airplane systems and components using correct terminology
Electrical System	Understand Electrical System - external and auxiliary power sources. (ground power and APU)	Can explain system or component limitations
Electrical System	Understand Electrical System - external and auxiliary power sources. (ground power and APU)	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Electrical System	Understand Electrical System - external and auxiliary power sources. (ground power and APU)	Can explain immediate action items or memory items, if appropriate
Electrical System	Understand Electrical System - external and auxiliary power sources. (ground power and APU)	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - external and auxiliary power sources. (ground power and APU)	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Electrical System	Understand Electrical System -batteries	
Electrical System	Understand Electrical System -batteries	
Electrical System	Understand Electrical System -batteries	
Electrical System	Understand Electrical System -batteries	
Electrical System	Understand Electrical System - alternators	
Electrical System	Understand Electrical System - alternators	
Electrical System	Understand Electrical System - alternators	
Electrical System	Understand Electrical System - alternators	
Electrical System	Understand Electrical System - generators	
Electrical System	Understand Electrical System - generators	
Electrical System	Understand Electrical System - generators	
Electrical System	Understand Electrical System - generators	
Electrical System	Understand Electrical System - circuit breakers and protection devices	
Electrical System	Understand Electrical System - circuit breakers and protection devices	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - circuit breakers and protection devices	
Electrical System	Understand Electrical System - circuit breakers and protection devices	
Electrical System	Understand Electrical System - controls	
Electrical System	Understand Electrical System - controls	
Electrical System	Understand Electrical System - controls	
Electrical System	Understand Electrical System - controls	
Electrical System	Understand Electrical System - indicators	
Electrical System	Understand Electrical System - indicators	
Electrical System	Understand Electrical System - indicators	
Electrical System	Understand Electrical System - indicators	
Electrical System	Understand Electrical System - external and auxiliary power sources. (ground power and APU)	
Electrical System	Understand Electrical System - external and auxiliary power sources. (ground power and APU)	
Electrical System	Understand Electrical System - external and auxiliary power sources. (ground power and APU)	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand Electrical System - external and auxiliary power sources. (ground power and APU)	
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - powerplant	Can describe the operation of the airplane systems and components using correct terminology
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - powerplant	Can explain system or component limitations
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - powerplant	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - powerplant	Can explain immediate action items or memory items, if appropriate
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - powerplant	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - powerplant	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	Can describe the operation of the airplane systems and components using correct terminology
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	Can explain system or component limitations

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	Can explain immediate action items or memory items, if appropriate
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - lavatory	Can describe the operation of the airplane systems and components using correct terminology
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - lavatory	Can explain system or component limitations
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - lavatory	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - lavatory	Can explain immediate action items or memory items, if appropriate
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - lavatory	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - lavatory	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	Can describe the operation of the airplane systems and components using correct terminology
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	Can explain system or component limitations
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	Can explain immediate action items or memory items, if appropriate
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - powerplant	
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - powerplant	
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - powerplant	
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - powerplant	
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - lavatory	
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - lavatory	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - lavatory	
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - lavatory	
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	
Fire and Smoke Detection, Protection and Suppression	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	
Flight Controls	Understand flight operations in icing conditions	Can explain that "severe icing" is when the rate of ice accumulation is such that ice protection systems fail to remove the accumulation of ice and accumulation occurs in areas not normally prone to icing, such as aft of protected surfaces and other areas identified by the manufacturer

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - Ailerons	Can describe the operation of the airplane systems and components using correct terminology
Flight Controls	Understand Flight Controls - Ailerons	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Flight Controls	Understand Flight Controls - Ailerons	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Flight Controls	Understand Flight Controls - Ailerons	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Flight Controls	Understand Flight Controls - elevator	Can describe the operation of the airplane systems and components using correct terminology
Flight Controls	Understand Flight Controls - elevator	Can explain system or component limitations
Flight Controls	Understand Flight Controls - elevator	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Flight Controls	Understand Flight Controls - elevator	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Flight Controls	Understand Flight Controls - elevator	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - rudder	Can describe the operation of the airplane systems and components using correct terminology
Flight Controls	Understand Flight Controls - rudder	Can explain system or component limitations
Flight Controls	Understand Flight Controls - rudder	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Flight Controls	Understand Flight Controls - rudder	Can explain immediate action items or memory items, if appropriate
Flight Controls	Understand Flight Controls - rudder	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Flight Controls	Understand Flight Controls - rudder	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Flight Controls	Understand Flight Controls - control tabs	Can describe the operation of the airplane systems and components using correct terminology
Flight Controls	Understand Flight Controls - control tabs	Can explain system or component limitations
Flight Controls	Understand Flight Controls - control tabs	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Flight Controls	Understand Flight Controls - control tabs	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - flaps	Can describe the operation of the airplane systems and components using correct terminology
Flight Controls	Understand Flight Controls - flaps	Can explain system or component limitations
Flight Controls	Understand Flight Controls - flaps	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Flight Controls	Understand Flight Controls - flaps	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Flight Controls	Understand Flight Controls - flaps	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Flight Controls	Understand Flight Controls - speed brakes	Can describe the operation of the airplane systems and components using correct terminology
Flight Controls	Understand Flight Controls - speed brakes	Can explain system or component limitations
Flight Controls	Understand Flight Controls - speed brakes	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Flight Controls	Understand Flight Controls - speed brakes	Can explain immediate action items or memory items, if appropriate
Flight Controls	Understand Flight Controls - speed brakes	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - speed brakes	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Flight Controls	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	Can describe the operation of the airplane systems and components using correct terminology
Flight Controls	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	Can explain system or component limitations
Flight Controls	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Flight Controls	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Flight Controls	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Flight Controls	Understand Flight Controls - trim systems	Can describe the operation of the airplane systems and components using correct terminology
Flight Controls	Understand Flight Controls - trim systems	Can explain system or component limitations
Flight Controls	Understand Flight Controls - trim systems	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - trim systems	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Flight Controls	Understand Flight Controls - trim systems	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Flight Controls	Understand Flight Controls - Ailerons	
Flight Controls	Understand Flight Controls - Ailerons	
Flight Controls	Understand Flight Controls - Ailerons	
Flight Controls	Understand Flight Controls - Ailerons	
Flight Controls	Understand Flight Controls - elevator	
Flight Controls	Understand Flight Controls - elevator	
Flight Controls	Understand Flight Controls - elevator	
Flight Controls	Understand Flight Controls - elevator	
Flight Controls	Understand Flight Controls - rudder	
Flight Controls	Understand Flight Controls - rudder	
Flight Controls	Understand Flight Controls - rudder	
Flight Controls	Understand Flight Controls - rudder	
Flight Controls	Understand Flight Controls - control tabs	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - control tabs	
Flight Controls	Understand Flight Controls - control tabs	
Flight Controls	Understand Flight Controls - control tabs	
Flight Controls	Understand Flight Controls - control boost/augmentation systems	
Flight Controls	Understand Flight Controls - control boost/augmentation systems	
Flight Controls	Understand Flight Controls - control boost/augmentation systems	
Flight Controls	Understand Flight Controls - control boost/augmentation systems	
Flight Controls	Understand Flight Controls - flaps	
Flight Controls	Understand Flight Controls - flaps	
Flight Controls	Understand Flight Controls - flaps	
Flight Controls	Understand Flight Controls - flaps	
Flight Controls	Understand Flight Controls - spoilers	
Flight Controls	Understand Flight Controls - spoilers	
Flight Controls	Understand Flight Controls - spoilers	
Flight Controls	Understand Flight Controls - spoilers	
Flight Controls	Understand Flight Controls - leading edge devices	
Flight Controls	Understand Flight Controls - leading edge devices	
Flight Controls	Understand Flight Controls - leading edge devices	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand Flight Controls - leading edge devices	
Flight Controls	Understand Flight Controls - speed brakes	
Flight Controls	Understand Flight Controls - speed brakes	
Flight Controls	Understand Flight Controls - speed brakes	
Flight Controls	Understand Flight Controls - speed brakes	
Flight Controls	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	
Flight Controls	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	
Flight Controls	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	
Flight Controls	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	
Flight Controls	Understand Flight Controls - trim systems	
Flight Controls	Understand Flight Controls - trim systems	
Flight Controls	Understand Flight Controls - trim systems	
Flight Controls	Understand Flight Controls - trim systems	
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand ground operations in icing conditions	Can explain the general adverse effects of ice, snow and frost on aircraft performance and flight characteristics: decreased thrust, decreased lift, increased stall speed, trim changes, and altered stall characteristics and handling qualities
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain considerations for OEI departure development
Flight Planning and Performance	Understand determining climb performance per AFM	Can state the definition of take off segment
Flight Planning and Performance	Understand determining climb performance per AFM	Can state the definitions of gross and net flightpath
Flight Planning and Performance	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain that there are two types of DPs: Standard Instrument Departures (SIDs) and Obstacle Departure Procedures (ODPs)
Flight Planning and Performance	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain that SIDs are primarily designed for air traffic system enhancement to expedite traffic flow and to reduce pilot/controller workload.
Flight Planning and Performance	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can explain that ODPs are recommended for obstruction clearance and may be flown without ATC clearance unless an alternate DP (SID or radar vector) has been specifically assigned by ATC.
Flight Planning and Performance	Understand determining landing performance per AFM	Can explain the risks associated with tailwind landings and landings on contaminated runways
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain how an unstabilized approach can contribute to a runway overrun

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain how high airport elevation can contribute to a runway overrun
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain how excess airspeed can contribute to a runway overrun
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain how airplane landing weight can contribute to an aircraft overrun
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain how landing beyond the intended touchdown point can contribute to a runway overrun
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain how downhill runway slope can contribute to a runway overrun
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain how landing with a tailwind can contribute to a runway overrun
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain predeparture planning versus runway condition at time of arrival
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain that factors affecting landing distance are cumulative, and why multiple small errors during landing can contribute to a runway overrun
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can define declared runway distance
Flight Planning and Performance	Understand determining landing performance per AFM	Can explain the origin and use of runway Declared Distances
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can define landing distance available
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can define actual landing distance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can interpret and make proper runway condition reports

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand Runway assessment and condition reporting and use of the Runway Condition Assessment Matrix (RCAM).	Can explain and demonstrate the use of charts, tables, and data to determine performance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can define "adjusted landing distance"
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can define "unfactored (certified) landing distance"
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can define "factored landing distance"
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can describe the effect of downhill runway slope on required landing distance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can describe the impact of excess airspeed on landing distance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain the purpose and variables involved in a landing performance assessment at time of arrival
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain the effect of wind on landing performance
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can identify critical condition combinations that increase risk of a runway overrun
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain the difference between AFM dry, certified/approved data and advisory/supplemental data
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can calculate the required effective landing distance for dispatch under part 91 and part 135 operations
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can reference applicable regulations for preflight planning
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain the Can U StoP process

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain the difference between the generic samples in table 3-2 where cumulative errors are made, and table 3-3 where errors are not made
Flight Planning and Performance	Understand Runway assessment and condition reporting and use of the Runway Condition Assessment Matrix (RCAM).	
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain and demonstrate the use of charts, tables, and data to determine performance
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can demonstrate proficient use of appropriate performance charts, tables, graphs, or other data to determine airplane performance and limitations for all phases of flight
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can describe the effects of meteorological conditions on performance for any phase of flight and apply these factors to a specific chart, table, graph, or other performance data
Flight Planning and Performance	Understand determining takeoff performance (e.g., balance field length, VMCG) per AFM	Can explain and demonstrate the use of charts, tables, and data to determine performance
Flight Planning and Performance	Understand determining takeoff performance (e.g., balance field length, VMCG) per AFM	Can demonstrate proficient use of appropriate performance charts, tables, graphs, or other data to determine airplane performance and limitations for all phases of flight
Flight Planning and Performance	Understand determining takeoff performance (e.g., balance field length, VMCG) per AFM	Can explain the airspeeds used during specific phases of flight

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining takeoff performance (e.g., balance field length, VMCG) per AFM	Can describe the effects of meteorological conditions on performance for any phase of flight and apply these factors to a specific chart, table, graph, or other performance data
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain and demonstrate the use of charts, tables, and data to determine performance
Flight Planning and Performance	Understand determining climb performance per AFM	Can demonstrate proficient use of appropriate performance charts, tables, graphs, or other data to determine airplane performance and limitations for all phases of flight
Flight Planning and Performance	Understand determining climb performance per AFM	Can describe the effects of meteorological conditions on performance for any phase of flight and apply these factors to a specific chart, table, graph, or other performance data
Flight Planning and Performance	Understand determining cruise performance (e.g., optimum and maximum operating altitudes) per AFM	Can explain and demonstrate the use of charts, tables, and data to determine performance
Flight Planning and Performance	Understand determining cruise performance (e.g., optimum and maximum operating altitudes) per AFM	Can demonstrate proficient use of appropriate performance charts, tables, graphs, or other data to determine airplane performance and limitations for all phases of flight
Flight Planning and Performance	Understand determining cruise performance (e.g., optimum and maximum operating altitudes) per AFM	Can describe the effects of meteorological conditions on performance for any phase of flight and apply these factors to a specific chart, table, graph, or other performance data

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining descent performance per AFM	Can explain and demonstrate the use of charts, tables, and data to determine performance
Flight Planning and Performance	Understand determining descent performance per AFM	Can demonstrate proficient use of appropriate performance charts, tables, graphs, or other data to determine airplane performance and limitations for all phases of flight
Flight Planning and Performance	Understand determining descent performance per AFM	Can describe the effects of meteorological conditions on performance for any phase of flight and apply these factors to a specific chart, table, graph, or other performance data
Flight Planning and Performance	Understand determining landing performance per AFM	Can explain and demonstrate the use of charts, tables, and data to determine performance
Flight Planning and Performance	Understand determining landing performance per AFM	Can demonstrate proficient use of appropriate performance charts, tables, graphs, or other data to determine airplane performance and limitations for all phases of flight
Flight Planning and Performance	Understand determining landing performance per AFM	Can describe the effects of meteorological conditions on performance for any phase of flight and apply these factors to a specific chart, table, graph, or other performance data
Flight Planning and Performance	Understand determining performance with an inoperative powerplant for all phases of flight per AFM	Can explain and demonstrate the use of charts, tables, and data to determine performance

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining performance with an inoperative powerplant for all phases of flight per AFM	Can demonstrate proficient use of appropriate performance charts, tables, graphs, or other data to determine airplane performance and limitations for all phases of flight
Flight Planning and Performance	Understand determining performance with an inoperative powerplant for all phases of flight per AFM	Can describe the effects of meteorological conditions on performance for any phase of flight and apply these factors to a specific chart, table, graph, or other performance data
Flight Planning and Performance	Understand determining fuel requirements per AFM	Can explain and demonstrate the use of charts, tables, and data to determine performance
Flight Planning and Performance	Understand determining fuel requirements per AFM	Can demonstrate proficient use of appropriate performance charts, tables, graphs, or other data to determine airplane performance and limitations for all phases of flight
Flight Planning and Performance	Understand determining fuel requirements per AFM	Can describe the effects of meteorological conditions on performance for any phase of flight and apply these factors to a specific chart, table, graph, or other performance data
Flight Planning and Performance	Understand Runway assessment and condition reporting and use of the Runway Condition Assessment Matrix (RCAM).	Can explain and demonstrate the use of charts, tables, and data to determine performance
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	
Flight Planning and Performance	Understand determining takeoff performance (e.g., balance field length, VMCG) per AFM	
Flight Planning and Performance	Understand determining takeoff performance (e.g., balance field length, VMCG) per AFM	
Flight Planning and Performance	Understand determining takeoff performance (e.g., balance field length, VMCG) per AFM	
Flight Planning and Performance	Understand determining takeoff performance (e.g., balance field length, VMCG) per AFM	
Flight Planning and Performance	Understand determining takeoff performance (e.g., balance field length, VMCG) per AFM	
Flight Planning and Performance	Understand determining climb performance per AFM	
Flight Planning and Performance	Understand determining climb performance per AFM	
Flight Planning and Performance	Understand determining climb performance per AFM	
Flight Planning and Performance	Understand determining climb performance per AFM	
Flight Planning and Performance	Understand determining cruise performance (e.g., optimum and maximum operating altitudes) per AFM	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining cruise performance (e.g., optimum and maximum operating altitudes) per AFM	
Flight Planning and Performance	Understand determining cruise performance (e.g., optimum and maximum operating altitudes) per AFM	
Flight Planning and Performance	Understand determining cruise performance (e.g., optimum and maximum operating altitudes) per AFM	
Flight Planning and Performance	Understand determining cruise performance (e.g., optimum and maximum operating altitudes) per AFM	
Flight Planning and Performance	Understand determining descent performance per AFM	
Flight Planning and Performance	Understand determining descent performance per AFM	
Flight Planning and Performance	Understand determining descent performance per AFM	
Flight Planning and Performance	Understand determining descent performance per AFM	
Flight Planning and Performance	Understand determining descent performance per AFM	
Flight Planning and Performance	Understand determining landing performance per AFM	
Flight Planning and Performance	Understand determining landing performance per AFM	
Flight Planning and Performance	Understand determining landing performance per AFM	
Flight Planning and Performance	Understand determining landing performance per AFM	
Flight Planning and Performance	Understand determining landing performance per AFM	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining performance with an inoperative powerplant for all phases of flight per AFM	
Flight Planning and Performance	Understand determining performance with an inoperative powerplant for all phases of flight per AFM	
Flight Planning and Performance	Understand determining performance with an inoperative powerplant for all phases of flight per AFM	
Flight Planning and Performance	Understand determining performance with an inoperative powerplant for all phases of flight per AFM	
Flight Planning and Performance	Understand determining performance with an inoperative powerplant for all phases of flight per AFM	
Flight Planning and Performance	Understand determining fuel requirements per AFM	
Flight Planning and Performance	Understand determining fuel requirements per AFM	
Flight Planning and Performance	Understand determining weight and balance per AFM	
Flight Planning and Performance	Understand determining weight and balance per AFM	
Flight Planning and Performance	Understand Runway assessment and condition reporting and use of the Runway Condition Assessment Matrix (RCAM).	
Flight Planning and Performance	Conduct Rejected Takeoff	
Flight Planning and Performance	Conduct Rejected Takeoff	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Conduct Rejected Takeoff	
Flight Planning and Performance	Conduct Rejected Takeoff	
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can define Takeoff Distance
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can define Takeoff Run
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can define Accelerate-Stop Distance
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can define Decision Speed
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can define V_1 as Action Speed
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why using OEI data to comply with TERPS procedures is an unnecessary burden on operators
Flight Planning and Performance	Understand determining climb performance per AFM	Can locate FAA TALPA videos online
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can state the different causes of RTOs
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain the difference between Takeoff Distance and Takeoff Run
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can define V_1 and determine when V_1 is critical

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain the Balanced Field Concept
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain why V_1 can be no less than V_{MCG} nor can be no more than V_R
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain when takeoff field length and V_1 are critical and the consequences
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain the impact of wet runways on landing distances
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain the importance of a timely V_1 call.
Flight Planning and Performance	Understand determining accelerate-stop / accelerate-go distance per AFM	Can conduct a complete takeoff briefing and explain it's importance
Flight Planning and Performance	Understand determining climb performance per AFM	Can describe the segments of an instrument departure procedure
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain basic purpose and applicability of OEI departure procedures
Flight Planning and Performance	Understand determining climb performance per AFM	Can describe the drawbacks of using OEI data to comply with TERPS procedures

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining climb performance per AFM	Can demonstrate familiarization with aircraft performance or weight limit information to ensure safe obstacle clearance for “all engine” or “engine inoperative” missed approaches or rejected landings. Performance information should consider, as appropriate, flap settings, go-around procedures, acceleration segments or transition following an engine failure between the specified “all-engine lateral flightpath” (or radar vectors) and any specified “engine-inoperative lateral flightpath,” using flap retraction, and cleanup height procedures. Refer to AC 120-91 for further information.
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain that unstabilized approaches are a key contributor to CFIT events, and explain that present NPAs are designed with and without stepdown fixes in the final approach
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain why stepdowns flown without a constant descent will require multiple thrust, pitch, and altitude adjustments inside the final approach fix (FAF), and can explain that these adjustments increase pilot workload and potential errors during a critical phase of flight.

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain that the practice commonly referred to as "dive and drive," can result in extended level flight as low as 250 feet above the ground in instrument meteorological conditions (IMC) and shallow or steep final approaches.
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain that a stabilized approach is a key feature to a safe approach and landing. Can explain that operators are encouraged by the FAA and the International Civil Aviation Organization (ICAO) to use the stabilized approach concept to help eliminate CFIT.
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain that the stabilized approach concept is characterized by maintaining a stable approach speed, descent rate, vertical flightpath, and configuration to the landing touchdown point
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain that precision IAPs and approach procedures with vertical guidance (APV) have a continuous descent approach profile in their design.
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain that NPAs were not originally designed with this vertical path, but may easily be flown using the CDFA (continuous descent final approach) technique.
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain why Flying NPAs with a continuous descent profile will provide a safety advantage over flying approaches using the "dive and drive" technique.

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain that CDFA is a technique for flying the final approach segment of an NPA as a continuous descent. The technique is consistent with stabilized approach procedures and has no level-off.
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain the six advantages of CDFA: Increased safety by employing the concepts of stabilized approach criteria and procedure standardization; Improved pilot situational awareness (SA) and reduced pilot workload; Improved fuel efficiency by minimizing the low-altitude level flight time; Reduced noise level by minimizing the level flight time at high thrust settings; Procedural similarities to APV and precision approach operations; Reduced probability of infringement on required obstacle clearance during the final approach segment.
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain that CDFA requires no specific aircraft equipment other than that specified by the title of the NPA procedure and that Pilots can safely fly suitable NPAs with CDFA using basic piloting techniques, aircraft flight management systems (FMS) and RNAV systems, or by manually computing rate of descent.
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can calculate a rate of descent for VDA (see example in this paragraph)

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Conduct Missed Approach	Can explain that when executing a missed approach prior to the MAP and not cleared by an air traffic control (ATC) climb-out instruction, pilots should fly the published missed approach procedure by proceeding on published track to the MAP before accomplishing a turn, complying with published altitude restrictions between the FAF and the MAP, and continuing on or climbing to the altitude specified in the missed approach procedure
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain that some approach characteristics (e.g., circling-only minima) and environmental factors (e.g., icing) could make the use of CDFA inadvisable.
Flight Profiles and Maneuvers	Conduct Taxi	Can explain the definition of a runway incursion: Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and takeoff of aircraft.
Flight Profiles and Maneuvers	Conduct Taxi	Can explain why thorough planning for taxi operations is essential for a safe operation

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Conduct Taxi	Can conduct briefing of the expected taxi route to include any hold short lines and runways to cross, hot spots, and any other potential conflicts. (Once taxi instructions are received, the pretaxi route should be reviewed and monitored. It is essential that any changes to the taxi route be understood by all crewmembers)
Flight Profiles and Maneuvers	Conduct Taxi	Can identify critical locations on the taxi route, where verbal coordination between the PIC and the SIC is important to avoid a runway incursion. (e.g., hot spots/complex intersections, crossing intervening runways, entering and lining up on the runway for takeoff, and approaching and lining up on the runway for landing)
Flight Profiles and Maneuvers	Conduct Taxi	Can conduct briefing of requirements and special considerations during low visibility operations such as: the low visibility taxi chart, if published for the airport
Flight Profiles and Maneuvers	Conduct Taxi	Can maintain knowledge of the aircraft's precise position throughout the taxi operation and mentally calculate the next location on the route that will require increased attention (e.g., a turn onto another taxiway, an intersecting runway, or hot spots)
Flight Profiles and Maneuvers	Conduct Taxi	Can interpret and use all visual aids, and signage and lighting on the airport surface

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Conduct Taxi	Can write down complex taxi instructions or copy taxi instructions into the scratch pad of the CDU
Flight Profiles and Maneuvers	Conduct Taxi	Can explain that before entering a runway for takeoff, the flightcrew should verbally coordinate to ensure correct flap setting, identification of the runway, compass heading, FMC entry, and receipt of the proper ATC clearance to use that runway
Flight Profiles and Maneuvers	Understand determining landing performance per AFM	Can identify and manage risks associated with runway overruns during the landing
Flight Profiles and Maneuvers	Understand determining landing performance per AFM	Can explain the parameters and importance of a stabilized approach
Flight Profiles and Maneuvers	Understand determining landing performance per AFM	Can explain the importance of accurate and timely assessments of landing distance
Flight Profiles and Maneuvers	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain how excessive height over the runway threshold can contribute to a runway overrun
Flight Profiles and Maneuvers	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain how delayed use of deceleration/maximum breaking can contribute to a runway overrun
Flight Profiles and Maneuvers	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can describe the point at which landing configuration should be established in a stabilized approach
Flight Profiles and Maneuvers	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can describe a stabilized approach profile for both VMC and IMC conditions
Flight Profiles and Maneuvers	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can describe the characteristics of a stabilized descent rate

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can describe the characteristics of indicated airspeed during a stabilized approach
Flight Profiles and Maneuvers	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain that ATP criteria for touchdown point is the aiming point markings -250/+500 feet, or where there are no runway aiming point markings 750 to 1,500 feet from the approach threshold of the runway.
Flight Profiles and Maneuvers	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can explain proper landing and braking technique
Flight Profiles and Maneuvers	Understand Mitigating Risks of a Runway Overrun Upon Landing	Can discuss the chain of events that lead to an overrun in this example, and relate it to their own experiences
Flight Profiles and Maneuvers	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain the airspeeds used during specific phases of flight
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain the airspeeds used during specific phases of flight
Flight Profiles and Maneuvers	Understand determining cruise performance (e.g., optimum and maximum operating altitudes) per AFM	Can explain the airspeeds used during specific phases of flight
Flight Profiles and Maneuvers	Understand determining descent performance per AFM	Can explain the airspeeds used during specific phases of flight
Flight Profiles and Maneuvers	Understand determining landing performance per AFM	Can explain the airspeeds used during specific phases of flight
Flight Profiles and Maneuvers	Understand determining performance with an inoperative powerplant for all phases of flight per AFM	Can explain the airspeeds used during specific phases of flight
Flight Profiles and Maneuvers	Conduct Taxi	Can explain the information available on an airport diagram, chart supplement and NOTAMS

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Conduct Taxi	Can interpret taxi instructions including published taxi routes
Flight Profiles and Maneuvers	Conduct Taxi	Can identify airport and runway markings, signs, and lights
Flight Profiles and Maneuvers	Conduct Taxi	Can describe appropriate aircraft lighting for day and night operations
Flight Profiles and Maneuvers	Conduct Taxi	Can describe appropriate flight deck activities prior to taxi, including route planning, identifying the location of Hot Spots, and coordinating with crew
Flight Profiles and Maneuvers	Conduct Taxi	Can describe proper procedures for entering or crossing runways
Flight Profiles and Maneuvers	Conduct Taxi	Can explain procedures for taxi on one engine
Flight Profiles and Maneuvers	Conduct Taxi	Can explain the hazards of low visibility taxi operations
Flight Profiles and Maneuvers	Conduct Rejected Takeoff	Can describe conditions and situations that could warrant a rejected takeoff (e.g., takeoff warning systems, powerplant failure, other systems warning/failure)
Flight Profiles and Maneuvers	Conduct Rejected Takeoff	Can describe safety considerations following a rejected takeoff
Flight Profiles and Maneuvers	Conduct Rejected Takeoff	Can explain the procedure for accomplishing a rejected takeoff
Flight Profiles and Maneuvers	Conduct Rejected Takeoff	Can explain accelerate/stop distance
Flight Profiles and Maneuvers	Conduct Rejected Takeoff	Can define relevant V-speeds for a rejected takeoff
Flight Profiles and Maneuvers	Understand Specific Flight Characteristics	Can explain all specific flight and performance characteristics associated with the aircraft

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain procedures and limitations associated with a nonprecision approach, including the differences between Localizer Performance (LP) and Lateral Navigation (LNAV) approach guidance
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain navigation system displays and annunciations, modes of operation, and RNP lateral accuracy values associated with an RNAV (GPS) approach.
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain ground-based and satellite-based navigation (orientation, course determination, equipment, tests and regulations, interference, appropriate use of navigation data, signal integrity).
Flight Profiles and Maneuvers	Conduct Nonprecision Approach	Can explain criteria for a stabilized approach, to include energy management concepts.
Flight Profiles and Maneuvers	Conduct Emergency Procedure - Emergency Descent	Can explain situations that would require an emergency descent (e.g., depressurization, smoke, or engine fire).
Flight Profiles and Maneuvers	Conduct Emergency Procedure - Emergency Descent	Can explain declaring an emergency and selection of a suitable airport or landing location
Flight Profiles and Maneuvers	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain the importance of timely and correct decisions related to rejected takeoffs (RTO)
Flight Profiles and Maneuvers	Understand determining accelerate-stop / accelerate-go distance per AFM	Can explain the importance of timely decisions in relation V_1

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand Mitigating Risks of an Incorrect Airport Surface Approach and Landing	Can explain how use of published approach guidance in visual conditions can reduce errors
Flight Profiles and Maneuvers	Conduct Taxi	Can identify The runway and taxiway characteristics concerning width, safety areas, obstacle free zones, markings, hold lines, signs, holding spots, runway slope, suitability of threshold crossing height (TCH), critical area protection, taxiway position markings, runway distance remaining markings, runway distance remaining signs, and LVO/SMGCS should be addressed.
Flight Profiles and Maneuvers	Understand Specific Flight Characteristics	Can identify expected minimum visual references that occur on approach when the weather is at acceptable minimum conditions as well as the expected sequence of visual cues during an approach in which the visibility is at or above the specified landing minima. Training on this topic should include identifying required visual references over a range of actual or simulated low-visibility

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain proper recovery procedures should emphasize that a reduction of the AOA is required to initiate recovery of all stall events. Additional information to incorporate into recovery training includes: Recognition of impending stall indications and understanding of the need to initiate the stall recovery procedure at an impending stall.
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain proper recovery procedures should emphasize that a reduction of the AOA is required to initiate recovery of all stall events. Additional information to incorporate into recovery training includes: Recognition of full stall indication (see paragraph 1-7) with the realization that most swept-wing transport category aircraft exhibit full stall characteristics different from those typically experienced in General Aviation (GA) aircraft used during certification training.
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain proper recovery procedures should emphasize that a reduction of the AOA is required to initiate recovery of all stall events. Additional information to incorporate into recovery training includes: For airplanes equipped with a stick pusher, recommended recovery actions in response to stick pusher activation.

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain proper recovery procedures should emphasize that a reduction of the AOA is required to initiate recovery of all stall events. Additional information to incorporate into recovery training includes: Avoiding cyclical or oscillatory control inputs to prevent exceeding the structural limits of the airplane.
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain proper recovery procedures should emphasize that a reduction of the AOA is required to initiate recovery of all stall events. Additional information to incorporate into recovery training includes: Structural considerations, including explanation of limit load, ultimate load, and the dangers of combining accelerative and rolling moments (i.e., the rolling pull) during recovery.
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain proper recovery procedures should emphasize that a reduction of the AOA is required to initiate recovery of all stall events. Additional information to incorporate into recovery training includes: The necessity for smooth, deliberate, and positive control inputs to avoid unacceptable load factors and secondary stalls.

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain proper recovery procedures should emphasize that a reduction of the AOA is required to initiate recovery of all stall events. Additional information to incorporate into recovery training includes: AOA must be reduced prior to controlling roll.
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain proper recovery procedures should emphasize that a reduction of the AOA is required to initiate recovery of all stall events. Additional information to incorporate into recovery training includes: Effectiveness of control surfaces and the order in which the control surfaces lose and regain their effectiveness (e.g., spoilers, ailerons, etc.).
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain proper recovery procedures should emphasize that a reduction of the AOA is required to initiate recovery of all stall events. Additional information to incorporate into recovery training includes: If a terrain awareness warning system (TAWS) warning is encountered during recovery from a low altitude stall event, recovery from the stall warning should take precedence. Once the airplane recovers from the stall event, then execute the TAWS escape maneuver.

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: AOA versus pitch angle.
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: Rate of onset including rate of airspeed decay (both low and high).
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: Airplane configuration and condition including weight, center of gravity (CG), landing gear, flaps/slats, spoilers/speed brakes, etc.
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: Asymmetric loading including thrust asymmetries, wing loading due to roll or yaw transients or uncoordinated flight.
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: G loading.
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: Bank angle.

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: Thrust and lift vectors.
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: Thrust required versus thrust available.
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: Wind shear.
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: Altitude.
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: Mach effects.
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: Situational Awareness.
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: Mode confusion, including unexpected/unannounced mode changes.

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: Unexpected transition from automated to manual flight.
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: Contamination (ice), including the effect of icing on stall speed and stall warnings.
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can demonstrate an understanding of AOA indicators (if installed) or interpretation of other representations of AOA such as pitch-limit indicators or speed display symbology that can assist in stall prevention.
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain specific stall and low-speed buffet characteristics unique to the airplane type and any implications for the expected flight operations and airplane-specific stall recovery procedure (e.g., underwing mounted engines, t-tail, propellers, etc.).
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain for envelope protected airplanes, stall protection capabilities in normal and degraded modes.
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can describe thrust settings and its application.
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can demonstrate awareness of autoflight mode indications.

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain incorrect use of (including input errors) flightpath automated systems.
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain the operation and function of stall protection systems in normal, abnormal, and emergency situations, including the hazards of overriding or ignoring stall protection system indications. Awareness of the factors that may lead such systems to fail, as well as degraded modes, indications, or behaviors that may occur with system failures.
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain buffet boundary and margins in flight planning and operational flying.
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain the lower margins for stall onset and recovery (i.e., coffin corner) and possible buffet cueing differences on the high-speed versus the low-speed margin.
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain the principles of high altitude aerodynamics, performance capabilities, and limitations; including high altitude operations and flight techniques (i.e., the need to avoid secondary stall by extended nose-down recovery, compared to lower altitudes).

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain the differences in airplane performance (e.g., thrust available) during high versus low altitude operations, the effects of those differences on stall recovery, and the anticipated altitude loss during a recovery.
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can explain the differences between transport category airplane certification and GA airplane certification regarding use of flight controls at high AOA. For example, if the roll control system is compromised and the ailerons are unable to produce the required roll recovery, the rudder may be used with care during stall prevention and recovery. To maintain structural integrity, it is important to guard against control reversals—avoid rapid full-scale reversal of control deflection

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand Stall Prevention and Recovery	Can demonstrate general awareness of example events. Although significant emphasis should be placed on preventing stall events, it is important for pilots to understand that, although rare, stall events continue to occur. Studying the causes and contributing factors of stall events give pilots more knowledge to help prevent or if necessary, recover from a stall event. A review of stall-related accidents, incidents, ASAP, FOQA, and ASRS data for the specific airplane type or class should be included in ground training.

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Conduct Stall Prevention and Recovery Scenario per AC120-109A	Can explain the STICK PUSHER. For airplanes equipped with a stick pusher, stall recovery training includes ground training and practical training in an FFS. It is important for pilots to experience the sudden forward movement of the control yoke/stick during a stick pusher activation. From observations, most instructors state that, regardless of previous academic training, pilots usually resist the stick pusher on their first encounter. Usually, they immediately pull back on the control yoke/stick rather than releasing pressure as they have been taught. Therefore, pilots must receive practical stick pusher training in an FFS to develop the proper response (allowing the pusher to reduce AOA) when confronted with a stick pusher activation. Stick pusher training should be completed as a demonstration/practice exercise, including repetitions, until the pilot's reaction is to permit the reduction in AOA even at low altitudes. Pilot response to a deliberate activation of the pusher is not a checked maneuver.
Flight Profiles and Maneuvers	Conduct Emergency Procedure - EGPWS escape maneuver	
Flight Profiles and Maneuvers	Conduct Emergency Procedure - EGPWS escape maneuver	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - capacity and quantities	Can describe the operation of the airplane systems and components using correct terminology
Fuel System	Understand Fuel system - capacity and quantities	Can explain system or component limitations
Fuel System	Understand Fuel system - capacity and quantities	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Fuel System	Understand Fuel system - capacity and quantities	Can explain immediate action items or memory items, if appropriate
Fuel System	Understand Fuel system - capacity and quantities	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Fuel System	Understand Fuel system - capacity and quantities	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Fuel System	Understand Fuel system - drains	Can describe the operation of the airplane systems and components using correct terminology
Fuel System	Understand Fuel system - drains	Can explain system or component limitations
Fuel System	Understand Fuel system - drains	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Fuel System	Understand Fuel system - drains	Can explain immediate action items or memory items, if appropriate

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - drains	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Fuel System	Understand Fuel system - drains	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Fuel System	Understand Fuel system - pumps	Can describe the operation of the airplane systems and components using correct terminology
Fuel System	Understand Fuel system - pumps	Can explain system or component limitations
Fuel System	Understand Fuel system - pumps	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Fuel System	Understand Fuel system - pumps	Can explain immediate action items or memory items, if appropriate
Fuel System	Understand Fuel system - pumps	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Fuel System	Understand Fuel system - pumps	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Fuel System	Understand Fuel system - controls and indicators	Can describe the operation of the airplane systems and components using correct terminology
Fuel System	Understand Fuel system - controls and indicators	Can explain system or component limitations

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - controls and indicators	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Fuel System	Understand Fuel system - controls and indicators	Can explain immediate action items or memory items, if appropriate
Fuel System	Understand Fuel system - controls and indicators	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Fuel System	Understand Fuel system - controls and indicators	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Fuel System	Understand Fuel system - fuel substitutions	Can describe the operation of the airplane systems and components using correct terminology
Fuel System	Understand Fuel system - fuel substitutions	Can explain system or component limitations
Fuel System	Understand Fuel system - fuel substitutions	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Fuel System	Understand Fuel system - fuel substitutions	Can explain immediate action items or memory items, if appropriate
Fuel System	Understand Fuel system - fuel substitutions	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Fuel System	Understand Fuel system - fuel substitutions	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - cross-feeding	Can describe the operation of the airplane systems and components using correct terminology
Fuel System	Understand Fuel system - cross-feeding	Can explain system or component limitations
Fuel System	Understand Fuel system - cross-feeding	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Fuel System	Understand Fuel system - cross-feeding	Can explain immediate action items or memory items, if appropriate
Fuel System	Understand Fuel system - cross-feeding	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Fuel System	Understand Fuel system - cross-feeding	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Fuel System	Understand Fuel system - transferring	Can describe the operation of the airplane systems and components using correct terminology
Fuel System	Understand Fuel system - transferring	Can explain system or component limitations
Fuel System	Understand Fuel system - transferring	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Fuel System	Understand Fuel system - transferring	Can explain immediate action items or memory items, if appropriate

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - transferring	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Fuel System	Understand Fuel system - transferring	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Fuel System	Understand Fuel system - fuel grade	Can describe the operation of the airplane systems and components using correct terminology
Fuel System	Understand Fuel system - fuel grade	Can explain system or component limitations
Fuel System	Understand Fuel system - fuel grade	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Fuel System	Understand Fuel system - fuel grade	Can explain immediate action items or memory items, if appropriate
Fuel System	Understand Fuel system - fuel grade	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Fuel System	Understand Fuel system - fuel grade	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Fuel System	Understand Fuel system - additives	Can describe the operation of the airplane systems and components using correct terminology
Fuel System	Understand Fuel system - additives	Can explain system or component limitations

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - additives	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Fuel System	Understand Fuel system - additives	Can explain immediate action items or memory items, if appropriate
Fuel System	Understand Fuel system - additives	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Fuel System	Understand Fuel system - additives	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Fuel System	Understand Fuel system - fueling and defueling procedures	Can describe the operation of the airplane systems and components using correct terminology
Fuel System	Understand Fuel system - fueling and defueling procedures	Can explain system or component limitations
Fuel System	Understand Fuel system - fueling and defueling procedures	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Fuel System	Understand Fuel system - fueling and defueling procedures	Can explain immediate action items or memory items, if appropriate
Fuel System	Understand Fuel system - fueling and defueling procedures	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Fuel System	Understand Fuel system - fueling and defueling procedures	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - capacity and quantities	
Fuel System	Understand Fuel system - capacity and quantities	
Fuel System	Understand Fuel system - capacity and quantities	
Fuel System	Understand Fuel system - capacity and quantities	
Fuel System	Understand Fuel system - drains	
Fuel System	Understand Fuel system - drains	
Fuel System	Understand Fuel system - drains	
Fuel System	Understand Fuel system - drains	
Fuel System	Understand Fuel system - pumps	
Fuel System	Understand Fuel system - pumps	
Fuel System	Understand Fuel system - pumps	
Fuel System	Understand Fuel system - pumps	
Fuel System	Understand Fuel system - controls and indicators	
Fuel System	Understand Fuel system - controls and indicators	
Fuel System	Understand Fuel system - controls and indicators	
Fuel System	Understand Fuel system - controls and indicators	
Fuel System	Understand Fuel system - fuel substitutions	
Fuel System	Understand Fuel system - fuel substitutions	
Fuel System	Understand Fuel system - fuel substitutions	
Fuel System	Understand Fuel system - fuel substitutions	
Fuel System	Understand Fuel system - cross-feeding	
Fuel System	Understand Fuel system - cross-feeding	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - cross-feeding	
Fuel System	Understand Fuel system - cross-feeding	
Fuel System	Understand Fuel system - transferring	
Fuel System	Understand Fuel system - transferring	
Fuel System	Understand Fuel system - transferring	
Fuel System	Understand Fuel system - transferring	
Fuel System	Understand Fuel system - jettison	
Fuel System	Understand Fuel system - jettison	
Fuel System	Understand Fuel system - jettison	
Fuel System	Understand Fuel system - jettison	
Fuel System	Understand Fuel system - fuel grade	
Fuel System	Understand Fuel system - fuel grade	
Fuel System	Understand Fuel system - fuel grade	
Fuel System	Understand Fuel system - fuel grade	
Fuel System	Understand Fuel system - additives	
Fuel System	Understand Fuel system - additives	
Fuel System	Understand Fuel system - additives	
Fuel System	Understand Fuel system - additives	
Fuel System	Understand Fuel system - fueling and defueling procedures	
Fuel System	Understand Fuel system - fueling and defueling procedures	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand Fuel system - fueling and defueling procedures	
Fuel System	Understand Fuel system - fueling and defueling procedures	
Hydraulic System	Understand Hydraulic system - capacity	Can describe the operation of the airplane systems and components using correct terminology
Hydraulic System	Understand Hydraulic system - capacity	Can explain system or component limitations
Hydraulic System	Understand Hydraulic system - capacity	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Hydraulic System	Understand Hydraulic system - capacity	Can explain immediate action items or memory items, if appropriate
Hydraulic System	Understand Hydraulic system - capacity	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Hydraulic System	Understand Hydraulic system - capacity	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Hydraulic System	Understand Hydraulic system - pumps	Can describe the operation of the airplane systems and components using correct terminology
Hydraulic System	Understand Hydraulic system - pumps	Can explain system or component limitations
Hydraulic System	Understand Hydraulic system - pumps	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Hydraulic System	Understand Hydraulic system - pumps	Can explain immediate action items or memory items, if appropriate

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Hydraulic System	Understand Hydraulic system - pumps	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Hydraulic System	Understand Hydraulic system - pumps	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Hydraulic System	Understand Hydraulic system - pressure	Can describe the operation of the airplane systems and components using correct terminology
Hydraulic System	Understand Hydraulic system - pressure	Can explain system or component limitations
Hydraulic System	Understand Hydraulic system - pressure	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Hydraulic System	Understand Hydraulic system - pressure	Can explain immediate action items or memory items, if appropriate
Hydraulic System	Understand Hydraulic system - pressure	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Hydraulic System	Understand Hydraulic system - pressure	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Hydraulic System	Understand Hydraulic system - reservoirs	Can describe the operation of the airplane systems and components using correct terminology
Hydraulic System	Understand Hydraulic system - reservoirs	Can explain system or component limitations

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Hydraulic System	Understand Hydraulic system - reservoirs	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Hydraulic System	Understand Hydraulic system - reservoirs	Can explain immediate action items or memory items, if appropriate
Hydraulic System	Understand Hydraulic system - reservoirs	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Hydraulic System	Understand Hydraulic system - reservoirs	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Hydraulic System	Understand Hydraulic system - allowable types of fluid	Can describe the operation of the airplane systems and components using correct terminology
Hydraulic System	Understand Hydraulic system - allowable types of fluid	Can explain system or component limitations
Hydraulic System	Understand Hydraulic system - allowable types of fluid	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Hydraulic System	Understand Hydraulic system - allowable types of fluid	Can explain immediate action items or memory items, if appropriate
Hydraulic System	Understand Hydraulic system - allowable types of fluid	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Hydraulic System	Understand Hydraulic system - allowable types of fluid	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Hydraulic System	Understand Hydraulic system - regulators/accumulators	Can describe the operation of the airplane systems and components using correct terminology
Hydraulic System	Understand Hydraulic system - regulators/accumulators	Can explain system or component limitations
Hydraulic System	Understand Hydraulic system - regulators/accumulators	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Hydraulic System	Understand Hydraulic system - regulators/accumulators	Can explain immediate action items or memory items, if appropriate
Hydraulic System	Understand Hydraulic system - regulators/accumulators	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Hydraulic System	Understand Hydraulic system - regulators/accumulators	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Hydraulic System	Understand Hydraulic system - capacity	
Hydraulic System	Understand Hydraulic system - capacity	
Hydraulic System	Understand Hydraulic system - capacity	
Hydraulic System	Understand Hydraulic system - capacity	
Hydraulic System	Understand Hydraulic system - pumps	
Hydraulic System	Understand Hydraulic system - pumps	
Hydraulic System	Understand Hydraulic system - pumps	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Hydraulic System	Understand Hydraulic system - pumps	
Hydraulic System	Understand Hydraulic system - pressure	
Hydraulic System	Understand Hydraulic system - pressure	
Hydraulic System	Understand Hydraulic system - pressure	
Hydraulic System	Understand Hydraulic system - pressure	
Hydraulic System	Understand Hydraulic system - reservoirs	
Hydraulic System	Understand Hydraulic system - reservoirs	
Hydraulic System	Understand Hydraulic system - reservoirs	
Hydraulic System	Understand Hydraulic system - reservoirs	
Hydraulic System	Understand Hydraulic system - allowable types of fluid	
Hydraulic System	Understand Hydraulic system - allowable types of fluid	
Hydraulic System	Understand Hydraulic system - allowable types of fluid	
Hydraulic System	Understand Hydraulic system - allowable types of fluid	
Hydraulic System	Understand Hydraulic system - regulators/accumulators	
Hydraulic System	Understand Hydraulic system - regulators/accumulators	
Hydraulic System	Understand Hydraulic system - regulators/accumulators	
Hydraulic System	Understand Hydraulic system - regulators/accumulators	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand ground operations in icing conditions	Can explain that regulations prohibit takeoff when snow, ice, or frost is adhering to wings, propellers, or control surfaces of an aircraft.
Ice Protection	Understand ground operations in icing conditions	Can explain that the degradation in aircraft performance and changes in flight characteristics when frozen contaminants are present are wide ranging, unpredictable, and highly dependent upon individual aircraft design
Ice Protection	Understand ground operations in icing conditions	Can explain that the PIC has the ultimate responsibility to determine if the aircraft is clean and that the aircraft is in a condition for safe flight.
Ice Protection	Understand ground operations in icing conditions	Can explain that in order to achieve compliance with the clean aircraft concept, it is imperative that takeoff not be attempted in any aircraft unless the pilot-in-command (PIC) is certain that critical components of the aircraft are free of frozen contaminants.
Ice Protection	Understand ground operations in icing conditions	Can explain that for aircraft type specific procedures, pilots should refer to the aircraft flight manuals or other manufacturer documents developed for that particular type aircraft

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand ground operations in icing conditions	Can explain that icing conditions (during flight or ground operations) can occur, and ice protection systems or procedures should be activated when OAT is below 50 degrees F (10 degrees C) and visible moisture in any form is present or when there is standing water, ice, or snow on the runway and/or taxiways.
Ice Protection	Understand ground operations in icing conditions	Can explain that residual ice or slush accumulated on airframe components during landing and taxi operations on contaminated runways, taxiways and ramps, can remain in place if low temperatures and other weather conditions exist unless identified and removed. Contaminants of this type are commonly found in wheel wells, on landing gear components, trailing edge flaps, undersurfaces of wings and horizontal stabilizers
Ice Protection	Understand ground operations in icing conditions	Can explain that the deicing process is intended to restore the aircraft to a clean configuration so that neither degradation of aerodynamic characteristics nor mechanical interference from contaminants will occur
Ice Protection	Understand ground operations in icing conditions	Can explain that it is essential that the PIC have a thorough understanding of the deicing and anti-icing process and the approved procedures necessary to ensure that the aircraft is clean for takeoff.

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand ground operations in icing conditions	Can explain that anti-icing should be performed as near to the takeoff time as possible to minimize the risk of exceeding the useful life or time of effectiveness of the anti-icing fluid
Ice Protection	Understand Ice Protection - anti-ice & de-ice.	Can describe the operation of the airplane systems and components using correct terminology
Ice Protection	Understand Ice Protection - anti-ice & de-ice.	Can explain system or component limitations
Ice Protection	Understand Ice Protection - anti-ice & de-ice.	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Ice Protection	Understand Ice Protection - anti-ice & de-ice.	Can explain immediate action items or memory items, if appropriate
Ice Protection	Understand Ice Protection - anti-ice & de-ice.	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Ice Protection	Understand Ice Protection - anti-ice & de-ice.	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Ice Protection	Understand Ice Protection - pitot-static system protection	Can describe the operation of the airplane systems and components using correct terminology
Ice Protection	Understand Ice Protection - pitot-static system protection	Can explain system or component limitations
Ice Protection	Understand Ice Protection - pitot-static system protection	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand Ice Protection - pitot-static system protection	Can explain immediate action items or memory items, if appropriate
Ice Protection	Understand Ice Protection - pitot-static system protection	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Ice Protection	Understand Ice Protection windshield	Can describe the operation of the airplane systems and components using correct terminology
Ice Protection	Understand Ice Protection windshield	Can explain system or component limitations
Ice Protection	Understand Ice Protection windshield	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Ice Protection	Understand Ice Protection windshield	Can explain immediate action items or memory items, if appropriate
Ice Protection	Understand Ice Protection windshield	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Ice Protection	Understand Ice Protection windshield	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Ice Protection	Understand Ice Protection airfoil surfaces	Can describe the operation of the airplane systems and components using correct terminology
Ice Protection	Understand Ice Protection airfoil surfaces	Can explain system or component limitations

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand Ice Protection airfoil surfaces	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Ice Protection	Understand Ice Protection airfoil surfaces	Can explain immediate action items or memory items, if appropriate
Ice Protection	Understand Ice Protection airfoil surfaces	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Ice Protection	Understand Ice Protection airfoil surfaces	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Ice Protection	Understand Ice Protection - anti-ice & de-ice.	
Ice Protection	Understand Ice Protection - anti-ice & de-ice.	
Ice Protection	Understand Ice Protection - anti-ice & de-ice.	
Ice Protection	Understand Ice Protection - anti-ice & de-ice.	
Ice Protection	Understand Ice Protection - pitot-static system protection	
Ice Protection	Understand Ice Protection - pitot-static system protection	
Ice Protection	Understand Ice Protection - pitot-static system protection	
Ice Protection	Understand Ice Protection - pitot-static system protection	
Ice Protection	Understand Ice Protection windshield	
Ice Protection	Understand Ice Protection windshield	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand Ice Protection windshield	
Ice Protection	Understand Ice Protection windshield	
Ice Protection	Understand Ice Protection airfoil surfaces	
Ice Protection	Understand Ice Protection airfoil surfaces	
Ice Protection	Understand Ice Protection airfoil surfaces	
Ice Protection	Understand Ice Protection airfoil surfaces	
Ice Protection	Understand ground operations in icing conditions	Can describe characteristics of type I fluid
Ice Protection	Understand ground operations in icing conditions	Can describe characteristics of type II, III and IV fluid
Ice Protection	Understand ground operations in icing conditions	Can describe differences between holdover time guidelines of the four fluid types
Ice Protection	Understand ground operations in icing conditions	
Landing Gear and Brakes	Understand Landing Gear - extension/retraction system	Can describe the operation of the airplane systems and components using correct terminology
Landing Gear and Brakes	Understand Landing Gear - extension/retraction system	Can explain system or component limitations
Landing Gear and Brakes	Understand Landing Gear - extension/retraction system	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Landing Gear and Brakes	Understand Landing Gear - extension/retraction system	Can explain immediate action items or memory items, if appropriate
Landing Gear and Brakes	Understand Landing Gear - extension/retraction system	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand Landing Gear - extension/retraction system	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Landing Gear and Brakes	Understand Landing Gear - indicators	Can describe the operation of the airplane systems and components using correct terminology
Landing Gear and Brakes	Understand Landing Gear - indicators	Can explain system or component limitations
Landing Gear and Brakes	Understand Landing Gear - indicators	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Landing Gear and Brakes	Understand Landing Gear - indicators	Can explain immediate action items or memory items, if appropriate
Landing Gear and Brakes	Understand Landing Gear - indicators	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Landing Gear and Brakes	Understand Landing Gear - indicators	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Landing Gear and Brakes	Understand Landing Gear - brakes	Can describe the operation of the airplane systems and components using correct terminology
Landing Gear and Brakes	Understand Landing Gear - brakes	Can explain system or component limitations
Landing Gear and Brakes	Understand Landing Gear - brakes	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand Landing Gear - brakes	Can explain immediate action items or memory items, if appropriate
Landing Gear and Brakes	Understand Landing Gear - brakes	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Landing Gear and Brakes	Understand Landing Gear - brakes	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Landing Gear and Brakes	Understand Landing Gear - antiskid	Can describe the operation of the airplane systems and components using correct terminology
Landing Gear and Brakes	Understand Landing Gear - antiskid	Can explain system or component limitations
Landing Gear and Brakes	Understand Landing Gear - antiskid	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Landing Gear and Brakes	Understand Landing Gear - antiskid	Can explain immediate action items or memory items, if appropriate
Landing Gear and Brakes	Understand Landing Gear - antiskid	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Landing Gear and Brakes	Understand Landing Gear - antiskid	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Landing Gear and Brakes	Understand Landing Gear - tires	Can describe the operation of the airplane systems and

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
		components using correct terminology
Landing Gear and Brakes	Understand Landing Gear - tires	Can explain system or component limitations
Landing Gear and Brakes	Understand Landing Gear - tires	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Landing Gear and Brakes	Understand Landing Gear - tires	Can explain immediate action items or memory items, if appropriate
Landing Gear and Brakes	Understand Landing Gear - tires	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Landing Gear and Brakes	Understand Landing Gear - tires	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Landing Gear and Brakes	Understand Landing Gear - nosewheel steering	Can describe the operation of the airplane systems and components using correct terminology
Landing Gear and Brakes	Understand Landing Gear - nosewheel steering	Can explain system or component limitations
Landing Gear and Brakes	Understand Landing Gear - nosewheel steering	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Landing Gear and Brakes	Understand Landing Gear - nosewheel steering	Can explain immediate action items or memory items, if appropriate
Landing Gear and Brakes	Understand Landing Gear - nosewheel steering	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand Landing Gear - nosewheel steering	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Landing Gear and Brakes	Understand Landing Gear - shock absorbers	Can describe the operation of the airplane systems and components using correct terminology
Landing Gear and Brakes	Understand Landing Gear - shock absorbers	Can explain system or component limitations
Landing Gear and Brakes	Understand Landing Gear - shock absorbers	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Landing Gear and Brakes	Understand Landing Gear - shock absorbers	Can explain immediate action items or memory items, if appropriate
Landing Gear and Brakes	Understand Landing Gear - shock absorbers	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Landing Gear and Brakes	Understand Landing Gear - shock absorbers	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Landing Gear and Brakes	Understand Landing Gear - extension/retraction system	
Landing Gear and Brakes	Understand Landing Gear - extension/retraction system	
Landing Gear and Brakes	Understand Landing Gear - extension/retraction system	
Landing Gear and Brakes	Understand Landing Gear - extension/retraction system	
Landing Gear and Brakes	Understand Landing Gear - indicators	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand Landing Gear - indicators	
Landing Gear and Brakes	Understand Landing Gear - indicators	
Landing Gear and Brakes	Understand Landing Gear - indicators	
Landing Gear and Brakes	Understand Landing Gear - brakes	
Landing Gear and Brakes	Understand Landing Gear - brakes	
Landing Gear and Brakes	Understand Landing Gear - brakes	
Landing Gear and Brakes	Understand Landing Gear - brakes	
Landing Gear and Brakes	Understand Landing Gear - antiskid	
Landing Gear and Brakes	Understand Landing Gear - antiskid	
Landing Gear and Brakes	Understand Landing Gear - antiskid	
Landing Gear and Brakes	Understand Landing Gear - antiskid	
Landing Gear and Brakes	Understand Landing Gear - tires	
Landing Gear and Brakes	Understand Landing Gear - tires	
Landing Gear and Brakes	Understand Landing Gear - tires	
Landing Gear and Brakes	Understand Landing Gear - tires	
Landing Gear and Brakes	Understand Landing Gear - nosewheel steering	
Landing Gear and Brakes	Understand Landing Gear - nosewheel steering	
Landing Gear and Brakes	Understand Landing Gear - nosewheel steering	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand Landing Gear - nosewheel steering	
Landing Gear and Brakes	Understand Landing Gear - shock absorbers	
Landing Gear and Brakes	Understand Landing Gear - shock absorbers	
Landing Gear and Brakes	Understand Landing Gear - shock absorbers	
Landing Gear and Brakes	Understand Landing Gear - shock absorbers	
Lighting	Understand Lighting	Can describe the operation of the airplane systems and components using correct terminology
Lighting	Understand Lighting	Can explain system or component limitations
Lighting	Understand Lighting	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Lighting	Understand Lighting	Can explain immediate action items or memory items, if appropriate
Lighting	Understand Lighting	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Lighting	Understand Lighting	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Lighting	Understand Lighting	
Lighting	Understand Lighting	
Lighting	Understand Lighting	
Lighting	Understand Lighting	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Crew and Passenger Emergency Equipment - emergency exits	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Electrical System - alternators	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Electrical System - generators	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Electrical System - circuit breakers and protection devices	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Electrical System - controls	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Electrical System - indicators	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Electrical System - external and auxiliary power sources. (ground power and APU)	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Lighting	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Pitot Static System - associated instruments and the power source for those flight instruments	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Pitot Static System - Operation and power sources for other flight instruments	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Avionics and communications - autopilot	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Avionics and communications - Electronic Flight Instrument Systems (EFIS)	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Avionics and communications - Flight Management System (FMS)	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Avionics and communications - Radar	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Avionics and communications - Inertial Navigation Systems (INS)	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Avionics and communications - Global Navigation Satellite System (GNSS)	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Avionics and communications - ground-based navigation systems and components	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Avionics and communications - transponder	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Avionics and communications - Automatic Dependent Surveillance – Broadcast (ADS-B) In and Out	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Avionics and communications - ADS – Contract (ADS-C)	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Avionics and communications - traffic awareness/warning/avoidance systems	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Avionics and communications - terrain awareness/warning/alert systems	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Avionics and communications - communication systems (e.g., data link, UHF/VHF/HF, satellite)	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Avionics and communications - indicating devices	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Avionics and communications - emergency locator transmitter.	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Powerplant - turbine wheels	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Powerplant - compressors	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Powerplant - deicing, anti-icing	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Powerplant - controls and indications	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Powerplant - oil system capacity and quantities	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Powerplant - allowable types of oil	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Powerplant - thrust reverse	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Propellers - type	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand propellers - feathering/unfeathering	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand propellers - auto-feather	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand propellers - negative torque sensing	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand propellers - synchronizing	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand propellers - synchrophasing	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand propeller - thrust reverse and uncommanded reverse	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Auxiliary Power Unit (APU)	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Fire & smoke detection, protection, and suppression - powerplant	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Fire & smoke detection, protection, and suppression - cargo and passenger compartments	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Fire & smoke detection, protection, and suppression - lavatory	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Fire & smoke detection, protection, and suppression - electrical/avionics, and batteries (on-aircraft and personal electronic devices)	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Fuel system - capacity and quantities	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Fuel system - drains	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Fuel system - pumps	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Fuel system - controls and indicators	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Fuel system - fuel substitutions	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Fuel system - cross-feeding	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Fuel system - transferring	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Fuel system - jettison	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Fuel system - fuel grade	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Fuel system - additives	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Fuel system - fueling and defueling procedures	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Hydraulic system - capacity	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Hydraulic system - pumps	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Hydraulic system - pressure	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Hydraulic system - reservoirs	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Hydraulic system - allowable types of fluid	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Hydraulic system - regulators/accumulators	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Landing Gear - extension/retraction system	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Landing Gear - indicators	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Landing Gear - brakes	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Landing Gear - antiskid	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Landing Gear - tires	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Landing Gear - nosewheel steering	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Landing Gear - shock absorbers	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Flight Controls - Ailerons	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Flight Controls - elevator	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Flight Controls - rudder	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Flight Controls - control tabs	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Flight Controls - control boost/augmentation systems	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Flight Controls - flaps	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Flight Controls - spoilers	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Flight Controls - leading edge devices	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Flight Controls - speed brakes	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Flight Controls - stability augmentation system (e.g., yaw damper)	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Flight Controls - trim systems	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Ice Protection - anti-ice & de-ice.	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Ice Protection - pitot-static system protection	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Ice Protection windshield	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Ice Protection airfoil surfaces	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Pneumatic and environmental system - heating, cooling, ventilation	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Pneumatic and environmental system - pressurization	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Pneumatic and environmental system - supply for ice protection systems	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Crew and Passenger Equipment - oxygen system	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Crew and Passenger Equipment - passenger oxygen system	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand Envelope protection—angle of attack warning and protection and speed protection	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
Oil System	Understand Powerplant - oil system capacity and quantities	Can describe the operation of the airplane systems and components using correct terminology
Oil System	Understand Powerplant - oil system capacity and quantities	Can explain system or component limitations
Oil System	Understand Powerplant - oil system capacity and quantities	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Oil System	Understand Powerplant - oil system capacity and quantities	Can explain immediate action items or memory items, if appropriate
Oil System	Understand Powerplant - oil system capacity and quantities	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Oil System	Understand Powerplant - oil system capacity and quantities	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Oxygen	Understand Crew and Passenger Equipment - oxygen system	Can describe the operation of the airplane systems and components using correct terminology
Oxygen	Understand Crew and Passenger Equipment - oxygen system	Can explain system or component limitations
Oxygen	Understand Crew and Passenger Equipment - oxygen system	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Oxygen	Understand Crew and Passenger Equipment - oxygen system	Can explain immediate action items or memory items, if appropriate
Oxygen	Understand Crew and Passenger Equipment - oxygen system	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Oxygen	Understand Crew and Passenger Equipment - oxygen system	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Oxygen	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	Can describe the operation of the airplane systems and components using correct terminology
Oxygen	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	Can explain system or component limitations
Oxygen	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Oxygen	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	Can explain immediate action items or memory items, if appropriate
Oxygen	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Oxygen	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Oxygen	Understand Crew and Passenger Equipment - passenger oxygen system	Can describe the operation of the airplane systems and components using correct terminology
Oxygen	Understand Crew and Passenger Equipment - passenger oxygen system	Can explain system or component limitations
Oxygen	Understand Crew and Passenger Equipment - passenger oxygen system	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Oxygen	Understand Crew and Passenger Equipment - passenger oxygen system	Can explain immediate action items or memory items, if appropriate
Oxygen	Understand Crew and Passenger Equipment - passenger oxygen system	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Oxygen	Understand Crew and Passenger Equipment - passenger oxygen system	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Oxygen	Understand Crew and Passenger Equipment - oxygen system	
Oxygen	Understand Crew and Passenger Equipment - oxygen system	
Oxygen	Understand Crew and Passenger Equipment - oxygen system	
Oxygen	Understand Crew and Passenger Equipment - oxygen system	
Oxygen	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	
Oxygen	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	
Oxygen	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	
Oxygen	Understand Crew and Passenger Equipment - quick donning oxygen mask for crewmembers	
Oxygen	Understand Crew and Passenger Equipment - passenger oxygen system	
Oxygen	Understand Crew and Passenger Equipment - passenger oxygen system	
Oxygen	Understand Crew and Passenger Equipment - passenger oxygen system	
Oxygen	Understand Crew and Passenger Equipment - passenger oxygen system	
Pitot-static System	Understand Pitot Static System - associated instruments and the power source for those flight instruments	Can describe the operation of the airplane systems and components using correct terminology

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pitot-static System	Understand Pitot Static System - associated instruments and the power source for those flight instruments	Can explain system or component limitations
Pitot-static System	Understand Pitot Static System - associated instruments and the power source for those flight instruments	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Pitot-static System	Understand Pitot Static System - associated instruments and the power source for those flight instruments	Can explain immediate action items or memory items, if appropriate
Pitot-static System	Understand Pitot Static System - associated instruments and the power source for those flight instruments	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Pitot-static System	Understand Pitot Static System - associated instruments and the power source for those flight instruments	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Pitot-static System	Understand Pitot Static System - Operation and power sources for other flight instruments	Can describe the operation of the airplane systems and components using correct terminology
Pitot-static System	Understand Pitot Static System - Operation and power sources for other flight instruments	Can explain system or component limitations
Pitot-static System	Understand Pitot Static System - Operation and power sources for other flight instruments	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Pitot-static System	Understand Pitot Static System - Operation and power sources for other flight instruments	Can explain immediate action items or memory items, if appropriate

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pitot-static System	Understand Pitot Static System - Operation and power sources for other flight instruments	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Pitot-static System	Understand Pitot Static System - Operation and power sources for other flight instruments	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Pitot-static System	Understand Pitot Static System - associated instruments and the power source for those flight instruments	
Pitot-static System	Understand Pitot Static System - associated instruments and the power source for those flight instruments	
Pitot-static System	Understand Pitot Static System - associated instruments and the power source for those flight instruments	
Pitot-static System	Understand Pitot Static System - associated instruments and the power source for those flight instruments	
Pitot-static System	Understand Pitot Static System - Operation and power sources for other flight instruments	
Pitot-static System	Understand Pitot Static System - Operation and power sources for other flight instruments	
Pitot-static System	Understand Pitot Static System - Operation and power sources for other flight instruments	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pitot-static System	Understand Pitot Static System - Operation and power sources for other flight instruments	
Pneumatic and Environmental Systems	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	Can describe the operation of the airplane systems and components using correct terminology
Pneumatic and Environmental Systems	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	Can explain system or component limitations
Pneumatic and Environmental Systems	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Pneumatic and Environmental Systems	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	Can explain immediate action items or memory items, if appropriate
Pneumatic and Environmental Systems	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Pneumatic and Environmental Systems	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - heating, cooling, ventilation	Can describe the operation of the airplane systems and components using correct terminology
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - heating, cooling, ventilation	Can explain system or component limitations

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - heating, cooling, ventilation	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - heating, cooling, ventilation	Can explain immediate action items or memory items, if appropriate
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - heating, cooling, ventilation	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - heating, cooling, ventilation	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - pressurization	Can describe the operation of the airplane systems and components using correct terminology
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - pressurization	Can explain system or component limitations
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - pressurization	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - pressurization	Can explain immediate action items or memory items, if appropriate
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - pressurization	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - pressurization	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - supply for ice protection systems	Can describe the operation of the airplane systems and components using correct terminology
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - supply for ice protection systems	Can explain system or component limitations
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - supply for ice protection systems	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - supply for ice protection systems	Can explain immediate action items or memory items, if appropriate
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - supply for ice protection systems	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - supply for ice protection systems	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	Can describe the operation of the airplane systems and components using correct terminology
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	Can explain system or component limitations

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	Can explain immediate action items or memory items, if appropriate
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Pneumatic and Environmental Systems	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	
Pneumatic and Environmental Systems	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	
Pneumatic and Environmental Systems	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	
Pneumatic and Environmental Systems	Understand Fire & smoke detection, protection, and suppression - pneumatic and environmental	
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - heating, cooling, ventilation	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - heating, cooling, ventilation	
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - heating, cooling, ventilation	
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - heating, cooling, ventilation	
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - pressurization	
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - pressurization	
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - pressurization	
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - pressurization	
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - supply for ice protection systems	
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - supply for ice protection systems	
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - supply for ice protection systems	
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - supply for ice protection systems	
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	
Pneumatic and Environmental Systems	Understand Pneumatic and environmental system - controls, indicators, and regulating devices	
Powerplant	Understand Powerplant - turbine wheels	Can describe the operation of the airplane systems and components using correct terminology
Powerplant	Understand Powerplant - turbine wheels	Can explain system or component limitations
Powerplant	Understand Powerplant - turbine wheels	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Powerplant	Understand Powerplant - turbine wheels	Can explain immediate action items or memory items, if appropriate
Powerplant	Understand Powerplant - turbine wheels	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Powerplant	Understand Powerplant - turbine wheels	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Powerplant	Understand Powerplant - compressors	Can describe the operation of the airplane systems and components using correct terminology
Powerplant	Understand Powerplant - compressors	Can explain system or component limitations

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Understand Powerplant - compressors	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Powerplant	Understand Powerplant - compressors	Can explain immediate action items or memory items, if appropriate
Powerplant	Understand Powerplant - compressors	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Powerplant	Understand Powerplant - compressors	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Powerplant	Understand Powerplant - deicing, anti-icing	Can describe the operation of the airplane systems and components using correct terminology
Powerplant	Understand Powerplant - deicing, anti-icing	Can explain system or component limitations
Powerplant	Understand Powerplant - deicing, anti-icing	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Powerplant	Understand Powerplant - deicing, anti-icing	Can explain immediate action items or memory items, if appropriate
Powerplant	Understand Powerplant - deicing, anti-icing	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Powerplant	Understand Powerplant - deicing, anti-icing	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Understand Powerplant - controls and indications	Can describe the operation of the airplane systems and components using correct terminology
Powerplant	Understand Powerplant - controls and indications	Can explain system or component limitations
Powerplant	Understand Powerplant - controls and indications	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Powerplant	Understand Powerplant - controls and indications	Can explain immediate action items or memory items, if appropriate
Powerplant	Understand Powerplant - controls and indications	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Powerplant	Understand Powerplant - controls and indications	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Powerplant	Understand Powerplant - allowable types of oil	Can describe the operation of the airplane systems and components using correct terminology
Powerplant	Understand Powerplant - allowable types of oil	Can explain system or component limitations
Powerplant	Understand Powerplant - allowable types of oil	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Powerplant	Understand Powerplant - allowable types of oil	Can explain immediate action items or memory items, if appropriate

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	TASKS	KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES
Powerplant	Understand Powerplant - allowable types of oil	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Powerplant	Understand Powerplant - allowable types of oil	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Powerplant	Conduct Powerplant Start	Can describe normal powerplant start procedures and limitations without APU
Powerplant	Conduct Powerplant Start	Can describe normal powerplant start procedures and limitations with APU
Powerplant	Conduct Powerplant Start	Can describe abnormal powerplant start procedures and limitations without APU
Powerplant	Conduct Powerplant Start	Can describe abnormal powerplant start procedures and limitations with APU
Powerplant	Conduct Powerplant Start	Can explain procedures for starting engines under various conditions
Powerplant	Conduct Powerplant Start	Can explain possible malfunctions during powerplant start, procedures to address the malfunction, and any associated limitations
Powerplant	Conduct Powerplant Start	Can describe coordinating and communicating with ground personnel for powerplant start, if applicable
Powerplant	Understand Powerplant - turbine wheels	
Powerplant	Understand Powerplant - turbine wheels	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Understand Powerplant - turbine wheels	
Powerplant	Understand Powerplant - turbine wheels	
Powerplant	Understand Powerplant - compressors	
Powerplant	Understand Powerplant - compressors	
Powerplant	Understand Powerplant - compressors	
Powerplant	Understand Powerplant - compressors	
Powerplant	Understand Powerplant - deicing, anti-icing	
Powerplant	Understand Powerplant - deicing, anti-icing	
Powerplant	Understand Powerplant - deicing, anti-icing	
Powerplant	Understand Powerplant - deicing, anti-icing	
Powerplant	Understand Powerplant - controls and indications	
Powerplant	Understand Powerplant - controls and indications	
Powerplant	Understand Powerplant - controls and indications	
Powerplant	Understand Powerplant - controls and indications	
Powerplant	Understand Powerplant - oil system capacity and quantities	
Powerplant	Understand Powerplant - oil system capacity and quantities	
Powerplant	Understand Powerplant - oil system capacity and quantities	
Powerplant	Understand Powerplant - oil system capacity and quantities	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Understand Powerplant - allowable types of oil	
Powerplant	Understand Powerplant - allowable types of oil	
Powerplant	Understand Powerplant - allowable types of oil	
Powerplant	Understand Powerplant - allowable types of oil	
Powerplant	Conduct Pushback	
Preflight	Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain which items must be inspected per the OEM Manuals using pictorial preflight
Preflight	Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain the reasons for checking each item during preflight
Preflight	Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can describe how to detect possible defects
Preflight	Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain how to coordinate checklist with crew, if appropriate
Preflight	Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	
Preflight	Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	
Propellers	Understand Propellers - type	Can describe the operation of the airplane systems and components using correct terminology
Propellers	Understand Propellers - type	Can explain system or component limitations
Propellers	Understand Propellers - type	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Propellers	Understand Propellers - type	Can explain immediate action items or memory items, if appropriate
Propellers	Understand Propellers - type	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Propellers	Understand Propellers - type	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Propellers	Understand propellers - feathering/unfeathering	Can describe the operation of the airplane systems and components using correct terminology
Propellers	Understand propellers - feathering/unfeathering	Can explain system or component limitations
Propellers	Understand propellers - feathering/unfeathering	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Propellers	Understand propellers - feathering/unfeathering	Can explain immediate action items or memory items, if appropriate
Propellers	Understand propellers - feathering/unfeathering	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Propellers	Understand propellers - feathering/unfeathering	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Propellers	Understand propellers - feathering/unfeathering	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Propellers	Understand propellers - feathering/unfeathering	
Propellers	Understand propellers - feathering/unfeathering	
Propellers	Understand propellers - feathering/unfeathering	
Propellers	Understand propellers - auto-feather	Can describe the operation of the airplane systems and components using correct terminology
Propellers	Understand propellers - auto-feather	Can explain system or component limitations
Propellers	Understand propellers - auto-feather	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Propellers	Understand propellers - auto-feather	Can explain immediate action items or memory items, if appropriate
Propellers	Understand propellers - auto-feather	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Propellers	Understand propellers - auto-feather	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Propellers	Understand propellers - auto-feather	
Propellers	Understand propellers - auto-feather	
Propellers	Understand propellers - auto-feather	
Propellers	Understand propellers - auto-feather	

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Propellers	Understand propellers - negative torque sensing	Can describe the operation of the airplane systems and components using correct terminology
Propellers	Understand propellers - negative torque sensing	Can explain system or component limitations
Propellers	Understand propellers - negative torque sensing	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Propellers	Understand propellers - negative torque sensing	Can explain immediate action items or memory items, if appropriate
Propellers	Understand propellers - negative torque sensing	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Propellers	Understand propellers - negative torque sensing	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Propellers	Understand propellers - negative torque sensing	
Propellers	Understand propellers - negative torque sensing	
Propellers	Understand propellers - negative torque sensing	
Propellers	Understand propellers - negative torque sensing	
Propellers	Understand propellers - synchronizing	Can describe the operation of the airplane systems and components using correct terminology
Propellers	Understand propellers - synchronizing	Can explain system or component limitations

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Propellers	Understand propellers - synchronizing	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Propellers	Understand propellers - synchronizing	Can explain immediate action items or memory items, if appropriate
Propellers	Understand propellers - synchronizing	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Propellers	Understand propellers - synchronizing	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Propellers	Understand propellers - synchronizing	
Propellers	Understand propellers - synchronizing	
Propellers	Understand propellers - synchronizing	
Propellers	Understand propellers - synchronizing	
Propellers	Understand propellers - synchrophasing	Can describe the operation of the airplane systems and components using correct terminology
Propellers	Understand propellers - synchrophasing	Can explain system or component limitations
Propellers	Understand propellers - synchrophasing	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Propellers	Understand propellers - synchrophasing	Can explain immediate action items or memory items, if appropriate

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Propellers	Understand propellers - synchrophasing	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Propellers	Understand propellers - synchrophasing	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Propellers	Understand propellers - synchrophasing	
Propellers	Understand propellers - synchrophasing	
Propellers	Understand propellers - synchrophasing	
Propellers	Understand propellers - synchrophasing	
Propellers	Understand propeller - thrust reverse and uncommanded reverse	Can describe the operation of the airplane systems and components using correct terminology
Propellers	Understand propeller - thrust reverse and uncommanded reverse	Can explain system or component limitations
Propellers	Understand propeller - thrust reverse and uncommanded reverse	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Propellers	Understand propeller - thrust reverse and uncommanded reverse	Can explain immediate action items or memory items, if appropriate
Propellers	Understand propeller - thrust reverse and uncommanded reverse	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Propellers	Understand propeller - thrust reverse and uncommanded reverse	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Propellers	Understand propeller - thrust reverse and uncommanded reverse	
Propellers	Understand propeller - thrust reverse and uncommanded reverse	
Propellers	Understand propeller - thrust reverse and uncommanded reverse	
Propellers	Understand propeller - thrust reverse and uncommanded reverse	
Thrust Reverse	Understand Powerplant - thrust reverse	Can describe the operation of the airplane systems and components using correct terminology
Thrust Reverse	Understand Powerplant - thrust reverse	Can explain system or component limitations
Thrust Reverse	Understand Powerplant - thrust reverse	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Thrust Reverse	Understand Powerplant - thrust reverse	Can explain immediate action items or memory items, if appropriate
Thrust Reverse	Understand Powerplant - thrust reverse	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Thrust Reverse	Understand Powerplant - thrust reverse	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Thrust Reverse	Understand Powerplant - thrust reverse	
Thrust Reverse	Understand Powerplant - thrust reverse	
Thrust Reverse	Understand Powerplant - thrust reverse	
Thrust Reverse	Understand Powerplant - thrust reverse	
Weight and Balance	Understand Avionics and communications - Electronic Flight Bag (EFB)	Can reference air carrier weight and balance procedures if applicable
Weight and Balance	Understand determining weight and balance per AFM	Can explain and demonstrate the use of charts, tables, and data to determine performance
Weight and Balance	Understand determining weight and balance per AFM	Can demonstrate proficient use of appropriate performance charts, tables, graphs, or other data to determine airplane performance and limitations for all phases of flight
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can define windshear as any rapid change in wind direction or velocity
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can define severe windshear as a rapid change in wind direction or velocity causing airspeed changes greater than 15 knots or vertical speed changes greater than 500 feet per minute

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can define Increasing Headwind Shear as windshear in which headwind increases, causing an airspeed increase
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can define Decreasing Headwind Shear as windshear in which headwind decreases, causing an airspeed loss
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can define Increasing Tailwind Shear as windshear in which tailwind increases, causing an airspeed loss
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can define Decreasing Tailwind Shear as windshear in which tailwind decreases, causing an airspeed increase
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can discuss the characteristics of a microburst
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can discuss windshear recognition
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can discuss windshear pilot technique
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can discuss windshear encounter during takeoff after liftoff
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can discuss windshear encounter during takeoff while on the runway
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can discuss windshear encounter on the approach
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can discuss takeoff precautions

HS-125 COURSE 1 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 1	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can discuss approach precautions
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can discuss general windshear recovery technique
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can discuss windshear recovery technique after liftoff/on approach
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can discuss windshear recovery technique during takeoff/on runway
Windshear	Understand recognizing and escaping severe weather situations (windshear)	Can discuss why other techniques of recovery reduce the chances of survival

3 Systems Integration Training Learning Objectives – Course 1

3.1 Course 1 – SIT 1 Learning Objectives

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can manage the risk of errors when assigned an RNAV DP and subsequently receives a change of runway, procedure or transition by verifying the appropriate changes are entered and available for	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
			navigation prior to takeoff.	
Conduct Before Takeoff Checks	Can explain the purpose of checking each item during before takeoff checks			Low
Conduct Before Takeoff Checks	Can describe how to detect malfunctions			Low
Conduct Before Takeoff Checks	Can ensure the aircraft is in safe operating condition			Low
Conduct Before Takeoff Checks	Can explain deicing and anti icing procedures			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can explain hold over times by referencing to a hold over chart			Low
Conduct Before Takeoff Checks	Can describe how to conduct a proper pre-takeoff contamination check			Low
Conduct Before Takeoff Checks	Can describe how adverse weather conditions effect takeoff performance (e.g., snow, ice, gusting crosswinds, low-visibility)			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can give a before takeoff briefing			Low
Conduct Before Takeoff Checks		Can determine the airplane's takeoff performance for actual conditions and planned departure runway		Low
Conduct Before Takeoff Checks		Can coordinate with crew and execute the appropriate checklist(s) prior to takeoff in a timely manner		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can confirm all systems checked are within an acceptable operating range and are safe for the proposed flight		Low
Conduct Before Takeoff Checks		Can explain any system operating characteristic or limitation and any corrective action for a malfunction during the checks		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can determine airspeeds/V-speeds and set flight instruments appropriately		Low
Conduct Before Takeoff Checks		Can use flight director and autopilot controls for the current flight conditions and takeoff and departure clearances		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can perform configuration of navigation equipment for takeoff and departure clearances		Low
Conduct Before Takeoff Checks		Can configure communication equipment for takeoff and departure clearances		Low
Conduct Before Takeoff Checks		Can obtain and correctly interpret the takeoff and departure clearance		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can conduct a briefing that includes procedures for emergency and abnormal situations (e.g., powerplant failure, windshear), which may be encountered during takeoff, and state the planned action if they were to occur		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing division of attention while conducting before takeoff checks	Low
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing an unexpected change in the runway to be used for departure	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to verify performance data is correct and airspeeds and flight instruments are set for actual conditions and the departure runway	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to set navigation and communication equipment for departure	Low
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to configure autopilot and flight director controls for departure	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to account for adverse weather conditions prior to takeoff (e.g., snow, ice, gusting crosswinds, low-visibility)	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing A powerplant failure during takeoff or other malfunction considering operational factors such as airplane characteristics, runway/takeoff path length, surface conditions, environmental conditions, and obstructions	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	Low
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain which items must be inspected per the OEM Manuals using pictorial preflight			Low
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain the reasons for checking each item during preflight			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can describe how to detect possible defects			Low
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain how to coordinate checklist with crew, if appropriate			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			Can identify, assess, and manage risks encompassing Inoperative equipment discovered prior to flight.	Low
Conduct Powerplant Start	Can describe normal powerplant start procedures and limitations without APU			Low
Conduct Powerplant Start	Can describe normal powerplant start procedures and limitations with APU			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start	Can describe abnormal powerplant start procedures and limitations without APU			Low
Conduct Powerplant Start	Can describe abnormal powerplant start procedures and limitations with APU			Low
Conduct Powerplant Start	Can explain procedures for starting engines under various conditions			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start	Can explain possible malfunctions during powerplant start, procedures to address the malfunction, and any associated limitations			Low
Conduct Powerplant Start	Can describe coordinating and communicating with ground personnel for powerplant start, if applicable			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start		Can ensure the ground safety procedures are followed during the before-start, start, and after-start phase		Low
Conduct Powerplant Start		Can coordinate with crew and complete the appropriate checklist(s) prior to and after powerplant start.		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start			Can identify, assess, and manage risks encompassing malfunctions during powerplant start	Low
Conduct Powerplant Start			Can identify, assess, and manage risks encompassing turbine powerplant safety	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start			Can identify, assess, and manage risks encompassing managing situations where specific instructions or checklist items are not published	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start			Can identify, assess, and manage risks encompassing personnel, vehicles, vessels, foreign object debris, and other aircraft in the vicinity during powerplant start	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: AFTER START CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: BEFORE START CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: BEFORE TAKE-OFF CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: EXTERNAL CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: GROUND HANDLING CHECKLIST		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: START CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low
Conduct use of FMS		Can verify currency of aircraft navigation data.		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of FMS		Can verify successful completion of RNAV system self-tests		Low
Conduct use of FMS		Can execute initialization of RNAV system position		Low
Conduct use of FMS		Can execute retrieval and flying of a DP or STAR with appropriate transition		Low
Conduct use of FMS		Can verify waypoints and flight plan programming		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of FMS			Can manage the risk of errors when receiving a change to assigned routing by ensuring the waypoints sequence depicted by their navigation system matches the route depicted on the appropriate chart(s) and their assigned route	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of TCAS		Can demonstrate the proper use of controls including aircraft configuration required to initiate a self-test.		Low
Conduct use of TCAS		Can demonstrate the proper use of controls including steps required to initiate a self-test.		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 1				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of TCAS		Can demonstrate the proper use of controls including recognizing when the self-test was successful and when it was unsuccessful. When the self-test is unsuccessful, recognizing the reason for the failure, and if possible, correcting the problem.		Low

3.2 Course 1 – SIT 2 Learning Objectives

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct after landing, parking and securing	Can explain parking, shutdown, securing, and postflight inspection.			Low
Conduct after landing, parking and securing		Can coordinate with crew, if applicable, and execute the appropriate checklist(s) after clearing the runway.		Low
Conduct after landing, parking and securing			Can identify, assess, and manage risks, encompassing inappropriate activities and distractions.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct after landing, parking and securing			Can identify, assess, and manage risks, encompassing confirmation or expectation bias as related to taxi instructions.	Low
Conduct after landing, parking and securing			Can identify, assess, and manage risks, encompassing propeller, turbofan inlet, and exhaust safety.	Low
Conduct after landing, parking and securing			Can identify, assess, and manage risks, encompassing airport specific security procedures.	Low
Conduct after landing, parking and securing			Can identify, assess, and manage risks, encompassing disembarking passengers.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures			Can manage the risk of errors when assigned an STAR and subsequently receives a change of landing runway, procedure or transition by verifying the appropriate changes are entered and available for navigation	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures	Can use standard Terminal Arrival (STAR) charts, U.S. Terminal Procedures Publications, and IFR Enroute High and Low Altitude Charts			Low
Conduct Arrival Procedures	Can use a Flight Management System (FMS) or GPS to follow a STAR			Low
Conduct Arrival Procedures	Can explain two-way radio communication failure procedures during an arrival			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures	Can explain ground-based and satellite-based navigation (orientation, course determination, equipment, tests and regulations, interference, appropriate use of navigation data, signal integrity)			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures		Can select, identify and use the appropriate communication and navigation facilities associated with the arrival		Low
Conduct Arrival Procedures		Can perform setup of FMS and avionics to include flight director and autopilot controls for the arrival, if applicable		Low
Conduct Arrival Procedures		Can use current and appropriate navigation publications or databases for the proposed flight		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures		Can perform interception of courses, radials, and bearings appropriate to the procedure, route or clearance		Low
Conduct Arrival Procedures		Can comply with all applicable charted procedures		Low
Conduct Arrival Procedures			Can identify, assess, and manage risks, encompassing failure to communicate with ATC or follow published procedures.	Low
Conduct Arrival Procedures			Can identify, assess, and manage risks, encompassing failure to recognize limitations of traffic avoidance equipment.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures			Can identify, assess, and manage risks, encompassing failure to use see and avoid techniques when possible.	Low
Conduct Arrival Procedures			Can identify, assess, and manage risks, encompassing improper automation management.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures			Can identify, assess, and manage risks, encompassing ATC instructions that modify an arrival or discontinue/resume the aircraft's lateral or vertical navigation on an arrival.	Low
Conduct Arrival Procedures	Can explain reasons other than visibility that a go around may suddenly be required			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures	Can explain the characteristics of a pilot braking action report			Low
Conduct Arrival Procedures	Can explain items to consider when a pilot braking action report is reliable			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can manage the risk of errors when assigned an RNAV DP and subsequently receives a change of runway, procedure or transition by verifying the appropriate changes are entered and available for navigation prior to takeoff.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can explain the purpose of checking each item during before takeoff checks			Medium
Conduct Before Takeoff Checks	Can describe how to detect malfunctions			Medium
Conduct Before Takeoff Checks	Can ensure the aircraft is in safe operating condition			Medium
Conduct Before Takeoff Checks	Can explain deicing and anti icing procedures			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can explain hold over times by referencing to a hold over chart			Medium
Conduct Before Takeoff Checks	Can describe how to conduct a proper pre-takeoff contamination check			Medium
Conduct Before Takeoff Checks	Can describe how adverse weather conditions effect takeoff performance (e.g., snow, ice, gusting crosswinds, low-visibility)			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can give a before takeoff briefing			Medium
Conduct Before Takeoff Checks		Can determine the airplane's takeoff performance for actual conditions and planned departure runway		Medium
Conduct Before Takeoff Checks		Can coordinate with crew and execute the appropriate checklist(s) prior to takeoff in a timely manner		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can confirm all systems checked are within an acceptable operating range and are safe for the proposed flight		Medium
Conduct Before Takeoff Checks		Can explain any system operating characteristic or limitation and any corrective action for a malfunction during the checks		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can determine airspeeds/V-speeds and set flight instruments appropriately		Medium
Conduct Before Takeoff Checks		Can use flight director and autopilot controls for the current flight conditions and takeoff and departure clearances		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can perform configuration of navigation equipment for takeoff and departure clearances		Medium
Conduct Before Takeoff Checks		Can configure communication equipment for takeoff and departure clearances		Medium
Conduct Before Takeoff Checks		Can obtain and correctly interpret the takeoff and departure clearance		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can conduct a briefing that includes procedures for emergency and abnormal situations (e.g., powerplant failure, windshear), which may be encountered during takeoff, and state the planned action if they were to occur		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing division of attention while conducting before takeoff checks	Medium
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing an unexpected change in the runway to be used for departure	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to verify performance data is correct and airspeeds and flight instruments are set for actual conditions and the departure runway	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to set navigation and communication equipment for departure	Medium
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to configure autopilot and flight director controls for departure	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to account for adverse weather conditions prior to takeoff (e.g., snow, ice, gusting crosswinds, low-visibility)	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES	MOTOR SKILL LEARNING OBJECTIVES	ATTITUDE LEARNING OBJECTIVES	TASK EXPECTATION RATING
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing A powerplant failure during takeoff or other malfunction considering operational factors such as airplane characteristics, runway/takeoff path length, surface conditions, environmental conditions, and obstructions	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	Medium
Conduct Departure Procedures	Can explain takeoff minimums			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can explain obstacle Departure Procedure (ODP), including Visual Climb over the Airport (VCOA) and Diverse Vector Area (Radar Vectors)			Low
Conduct Departure Procedures	Can explain Standard Instrument Departures (SID), including RNAV departure			Low
Conduct Departure Procedures	Can explain required climb gradients			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can explain U.S. Terminal Procedures Publications and En Route Charts			Low
Conduct Departure Procedures	Can explain proper use of a Flight Management System (FMS) to follow a DP			Low
Conduct Departure Procedures	Can explain pilot/controller responsibilities, communication procedures, and ATC services available to pilots			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can explain two-way radio communication failure procedures after takeoff			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can explain ground-based and satellite-based navigation (orientation, course determination, equipment, tests and regulations, interference, appropriate use of navigation data, signal integrity)			Low
Conduct Departure Procedures	Can explain communication failure procedures			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures		Can select the appropriate instrument departure procedure.		Low
Conduct Departure Procedures		Can select, identify and use the appropriate communication facilities associated with the procedure		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures		Can select, identify and use the appropriate navigation facilities associated with the procedure		Low
Conduct Departure Procedures		Can perform programming the FMS prior to departure and execute avionics setup of flight director and autopilot controls for the departure		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures		Can use current and appropriate navigation publications or databases for the proposed flight		Low
Conduct Departure Procedures		Can perform interception of courses, radials, and bearings appropriate to the procedure, route or clearance		Low
Conduct Departure Procedures		Can comply with all applicable charted procedures		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures		Can execute the departure phase to a point where the transition to the en route environment is complete		Low
Conduct Departure Procedures			Can identify, assess, and manage risks, encompassing failure to communicate with ATC or follow published procedures and required climb gradients	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures			Can identify, assess, and manage risks, encompassing limitations of air traffic avoidance equipment and use of see and avoid techniques	Low
Conduct Departure Procedures			Can identify, assess, and manage risks, encompassing improper automation management	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing	Can explain stabilized approach, to include energy management concepts.			Low
Conduct Go-Around/Rejected Landing	Can explain situations and considerations on approach that could require a go-around/rejected landing, to include the inability to comply with a LAHSO clearance.			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing	Can explain Go-around/rejected landing procedures, the importance of a timely decision, and appropriate airspeed/V-speeds for the maneuver.			Low
Conduct Go-Around/Rejected Landing		Can execute the appropriate procedures and checklist(s) in a timely manner.		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing delayed recognition of the need for a go-around/rejected landing.	Low
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing delayed performance of a go-around at low altitude.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing improper application of power.	Low
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing improper airplane configuration.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires vessels, vessels, persons, and wildlife.	Low
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing managing a go-around/rejected landing after accepting a LAHSO clearance.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing	Can describe Proper airborne system use for go-around, including consideration of height loss during transition to a go-around, performance assurance for obstacle clearance, management of any necessary mode changes, and assurance of appropriate vertical and lateral flightpath tracking.			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding	Can explain elements related to holding procedures, including reporting criteria, appropriate speeds, and recommended entry procedures for standard, nonstandard, published, and non- published holding patterns.			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding	Can explain determining holding endurance based upon factors to include an expect further clearance (EFC) time, fuel on board, fuel flow while holding, fuel required to destination and alternate, etc., as appropriate.			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding	Can explain when to declare minimum fuel or a fuel-related emergency.			Low
Conduct Holding	Can explain use of automation for holding to include autopilot and flight management systems, if equipped.			Low
Conduct Holding		Can identify instrument navigation aids associated with the assigned hold.		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding		Can apply the appropriate entry procedure for a standard, nonstandard, published, or non- published holding pattern.		Low
Conduct Holding		Can change to the appropriate holding airspeed for the airplane and holding altitude to cross the holding fix at or below maximum holding airspeed		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding		Can comply with the holding pattern leg length and other restrictions, if applicable, associated with the holding pattern.		Low
Conduct Holding		Can comply with ATC reporting requirements.		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding		Can use automation to include autopilot, flight director controls, and navigation displays associated with the assigned hold.		Low
Conduct Holding		Can calculate fuel reserve calculations based on EFC times.		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding			Can identify, assess, and manage risks, encompassing recalculating fuel reserves if assigned an unanticipated EFC time.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding			Can identify, assess, and manage risks, encompassing scenarios and circumstances that could result in minimum fuel or the need to declare an emergency.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding			Can describe scenarios that could lead to holding, including deteriorating weather at the planned destination.	Low
Conduct Holding			Can identify, assess, and manage risks, encompassing improper holding entry and improper wind correction while holding.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding			Can identify, assess, and manage risks, encompassing holding while in icing conditions.	Low
Conduct Holding			Can identify, assess, and manage risks, encompassing improper automation management.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can coordinate with crew and execute the appropriate checklist(s) prior to takeoff in a timely manner		Low
Conduct Instrument Takeoff		Can execute setting of the applicable avionics and flight instruments prior to initiating the takeoff		Low
Conduct Instrument Takeoff		Can verify assigned/correct runway		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can execute appropriate after-takeoff checklist(s) in a timely manner		Low
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing selection of a runway based on aircraft performance and limitations, available distance, surface conditions, lighting, and wind	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing wake turbulence	Low
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for rejected takeoff	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for Engine failure in takeoff phase of flight with the ceiling or visibility below the minimums for an instrument approach at departure airport	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for Engine failure in climb phase of flight with the ceiling or visibility below the minimums for an instrument approach at departure airport	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for low altitude maneuvering including stall, spin, or CFIT	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for distractions, loss of situational awareness, or improper task management.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can describe procedures during takeoff to address the transition from visual flight to instrument flight for both the pilot flying (PF) and pilot monitoring (PM), to include the use and limitations of any flight guidance or visual systems in use. Pilots should be aware of the operator's policy for responding to loss of suitable visual reference during takeoff, in the low and high speed regimes, both before and after V1 (refer to AC 120-62 for additional information and recommendations for training).			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff			Can demonstrate familiarization with operator's policies and procedures concerning constraints applicable to AWO takeoffs and landings on contaminated or cluttered runways. Limits should be noted for use of wet or icy runways as far as directional control or stopping performance is concerned, and flight crews should be familiar with appropriate constraints related to braking reports and the obscuration of appropriate lighting or markings. Refer to AC 91-79 for detailed information on runway contaminants and condition reporting.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain which items must be inspected per the OEM Manuals using pictorial preflight			Medium
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain the reasons for checking each item during preflight			Medium
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can describe how to detect possible defects			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain how to coordinate checklist with crew, if appropriate			Medium
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			Can identify, assess, and manage risks encompassing Inoperative equipment discovered prior to flight.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can explain elements related to the pilot's responsibilities, and the environmental, operational, and meteorological factors that affect landing from a precision approach.			Low
Conduct Landing From a Precision Approach	Can explain approach lighting systems and runway and taxiway signs, markings and lighting.			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can demonstrate SRM or CRM, as appropriate.		Low
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing selection of an approach procedure and runway based on pilot capability, aircraft limitations, available distance, surface conditions, and wind.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing wake turbulence.	Low
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for missed approach	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for land and hold short operations (LAHSO)	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for low altitude maneuvering including stall, spin, or CFIT.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for distractions, loss of situational awareness, or improper task management.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for attempting to land from an unstable approach.	Low
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for flying below the glidepath.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for transitioning from instrument to visual references for landing.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			Can demonstrate familiarization with operator's policies and procedures concerning constraints applicable to AWO takeoffs and landings on contaminated or cluttered runways. Limits should be noted for use of wet or icy runways as far as directional control or stopping performance is concerned, and flight crews should be familiar with appropriate constraints related to braking reports and the obscuration of appropriate lighting or markings. Refer to AC 91-79 for detailed information on runway contaminants and condition reporting.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can recognize significant airborne system failures experienced prior to and after reaching the final approach fix (FAF), MDA, DA/DH, or AH.			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can perform proper reaction to significant airborne system failures experienced prior to and after reaching the final approach fix (FAF), MDA, DA/DH, or AH. Expected pilot response to failure after touchdown should be addressed as well.		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can recognize ground or navigation system faults, failures or abnormalities at any point during the approach and landing.			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can recognize and execute appropriate actions in response to ground or navigation system faults, failures or abnormalities at any point during the approach and landing.		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			Can appreciate that pilots should be familiar with the need to report navigation system anomalies or discrepancies, failures of any lighting system (e.g., approach lights, runway lights, touchdown zone (TDZ) lights, centerline lights), or any other discrepancies that could be pertinent to operations.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach	Can explain elements related to missed approach procedures to include reference to standby or backup instruments.			Low
Conduct Missed Approach	Can explain limitations associated with standard instrument approaches, including while using an FMS or autopilot, if equipped.			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach		Can coordinate with crew and execute the appropriate procedures and checklist(s) in a timely manner.		Low
Conduct Missed Approach		Can comply with the published or alternate missed approach procedure.		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach		Can use an MFD and other graphical navigation displays, if installed, to monitor position and track to help navigate the missed approach.		Low
Conduct Missed Approach		Can demonstrate effective CRM		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach		Can execute re-engagement of the autopilot at appropriate times during the missed approach procedure.		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach		Can obtain ATC clearance to attempt another approach, proceed to the alternate airport, holding fix, or other clearance limit, as appropriate, or as directed by the evaluator.		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach			Can identify, assess, and manage risks, encompassing failure to follow prescribed procedures.	Low
Conduct Missed Approach			Can identify, assess, and manage risks, encompassing holding, diverting, or electing to fly the approach again.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach			Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach			Can identify, assess, and manage risks, encompassing factors that might lead to executing a missed approach procedure before the MAP or to a go-around below DA/MDA.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach			Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain that unstabilized approaches are a key contributor to CFIT events, and explain that present NPAs are designed with and without stepdown fixes in the final approach			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain why stepdowns flown without a constant descent will require multiple thrust, pitch, and altitude adjustments inside the final approach fix (FAF), and can explain that these adjustments increase pilot workload and potential errors during a critical phase of flight.			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain that the practice commonly referred to as “dive and drive,” can result in extended level flight as low as 250 feet above the ground in instrument meteorological conditions (IMC) and shallow or steep final approaches.			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain that a stabilized approach is a key feature to a safe approach and landing. Can explain that operators are encouraged by the FAA and the International Civil Aviation Organization (ICAO) to use the stabilized approach concept to help eliminate CFIT.			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain that the stabilized approach concept is characterized by maintaining a stable approach speed, descent rate, vertical flightpath, and configuration to the landing touchdown point			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain that precision IAPs and approach procedures with vertical guidance (APV) have a continuous descent approach profile in their design.			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain that NPAs were not originally designed with this vertical path, but may easily be flown using the CDFA (continuous descent final approach) technique.			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain why Flying NPAs with a continuous descent profile will provide a safety advantage over flying approaches using the "dive and drive" technique.			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain that CDFA is a technique for flying the final approach segment of an NPA as a continuous descent. The technique is consistent with stabilized approach procedures and has no level-off.			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain the six advantages of CDFA: Increased safety by employing the concepts of stabilized approach criteria and procedure standardization; Improved pilot situational awareness (SA) and reduced pilot workload; Improved fuel efficiency by minimizing the low-altitude level flight time; Reduced noise level by minimizing the level flight time at high thrust settings; Procedural similarities to APV and precision approach operations; Reduced probability of infringement on required obstacle clearance during			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
	the final approach segment.			

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain that CDFA requires no specific aircraft equipment other than that specified by the title of the NPA procedure and that Pilots can safely fly suitable NPAs with CDFA using basic piloting techniques, aircraft flight management systems (FMS) and RNAV systems, or by manually computing rate of descent.			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can calculate a rate of descent for VDA (see example in this paragraph)			Low
Conduct Nonprecision Approach	Can explain that some approach characteristics (e.g., circling-only minima) and environmental factors (e.g., icing) could make the use of CDFA inadvisable.			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			Can appreciate that there are environments in which using CDFA technique is not advisable or practical, for example airports that do not offer straight in non precision approaches.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain procedures and limitations associated with a nonprecision approach, including the differences between Localizer Performance (LP) and Lateral Navigation (LNAV) approach guidance			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain navigation system displays and annunciations, modes of operation, and RNP lateral accuracy values associated with an RNAV (GPS) approach.			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain ground-based and satellite-based navigation (orientation, course determination, equipment, tests and regulations, interference, appropriate use of navigation data, signal integrity).			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain criteria for a stabilized approach, to include energy management concepts.			Low
Conduct Nonprecision Approach		Can execute selection, tuning, identification, and confirmation the operational status of navigation equipment to be used for the approach.		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can Comply with all clearances issued by ATC .		Low
Conduct Nonprecision Approach		Can recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can use a Multi-Function Display (MFD) and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			Can identify, assess, and manage risks, encompassing Failure to follow the correct approach procedure (e.g., descending too early, etc.).	Low
Conduct Nonprecision Approach			Can identify, assess, and manage risks, encompassing Selecting an incorrect navigation frequency.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			Can identify, assess, and manage risks, encompassing Failure to manage automated navigation and auto flight systems.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			Can identify, assess, and manage risks, encompassing Failure to ensure proper airplane configuration during an approach and missed approach.	Low
Conduct Nonprecision Approach			Can identify, assess, and manage risks, encompassing An unstable approach, including excessive descent rates.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			Can identify, assess, and manage risks, encompassing Deteriorating weather conditions on approach.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			Can identify, assess, and manage risks, encompassing Operating below the minimum descent altitude (MDA) or continuing a descent below decision altitude (DA) without proper visual references.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can explain stabilized approach, to include energy management concepts.			Low
Conduct Normal Approach and Landing with Crosswind	Can explain effects of atmospheric conditions, including wind, on approach and landing performance.			Low
Conduct Normal Approach and Landing with Crosswind		Can coordinate with crew and execute after landing checklists(s).		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind		Can confirm the airplane is aligned with the correct/assigned runway or landing surface.		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind			Can identify, assess, and manage risks, encompassing selection of a runway or approach path and touchdown area based aircraft limitations, available distance, surface conditions, and wind.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind			Can identify, assess, and manage risks, encompassing wake turbulence.	Low
Conduct Normal Approach and Landing with Crosswind			Can identify, assess, and manage risks, encompassing Go-Around/Rejected Landing	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind			Can identify, assess, and manage risks, encompassing land and Hold Short Operations (LAHSO)	Low
Conduct Normal Approach and Landing with Crosswind			Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind			Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind			Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, incorrect airport surface approach and landing, or improper task management.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can describe the effects of atmospheric conditions, including wind, on takeoff and climb performance			Low
Conduct Normal Takeoff and Climb with Crosswind	Can describe the appropriate V-speeds for takeoff and climb			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can describe the appropriate aircraft configuration and power setting for takeoff and climb			Low
Conduct Normal Takeoff and Climb with Crosswind	Can identify airport and runway markings, signs, and lights			Low
Conduct Normal Takeoff and Climb with Crosswind		Can coordinate with crew and complete the appropriate checklist(s) prior to takeoff in a timely manner		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can verify assigned/correct runway		Low
Conduct Normal Takeoff and Climb with Crosswind		Can verify the airplane is configured for takeoff		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can confirm takeoff power and proper engine and flight instrument indications prior to rotation and perform callouts as appropriate, for the airplane or per the operator's procedures		Low
Conduct Normal Takeoff and Climb with Crosswind		Can execute appropriate after-takeoff checklist(s) in a timely manner		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind			Can identify, assess, and manage risks, encompassing selection of a runway, or runway intersection aircraft limitations, available distance, surface conditions, and wind	Low
Conduct Normal Takeoff and Climb with Crosswind			Can identify, assess, and manage risks, encompassing wake turbulence	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind			Can demonstrate proper planning for rejected takeoff	Low
Conduct Normal Takeoff and Climb with Crosswind			Can demonstrate proper planning for engine failure in takeoff phase of flight	Low
Conduct Normal Takeoff and Climb with Crosswind			Can demonstrate proper planning for engine failure in climb phase of flight	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind			Can identify, assess, and manage risks, encompassing improper aircraft configuration or settings (e.g., trim, flaps, autobrakes, etc.)	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind			Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind			Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management	Low
Conduct Powerplant Start	Can describe normal powerplant start procedures and limitations without APU			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start	Can describe normal powerplant start procedures and limitations with APU			Medium
Conduct Powerplant Start	Can describe abnormal powerplant start procedures and limitations without APU			Medium
Conduct Powerplant Start	Can describe abnormal powerplant start procedures and limitations with APU			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start	Can explain procedures for starting engines under various conditions			Medium
Conduct Powerplant Start	Can explain possible malfunctions during powerplant start, procedures to address the malfunction, and any associated limitations			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start	Can describe coordinating and communicating with ground personnel for powerplant start, if applicable			Medium
Conduct Powerplant Start		Can ensure the ground safety procedures are followed during the before-start, start, and after-start phase		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start		Can coordinate with crew and complete the appropriate checklist(s) prior to and after powerplant start.		Medium
Conduct Powerplant Start		Can identify an abnormal start or malfunction and execute the correct procedure		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start			Can identify, assess, and manage risks encompassing malfunctions during powerplant start	Medium
Conduct Powerplant Start			Can identify, assess, and manage risks encompassing turbine powerplant safety	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start			Can identify, assess, and manage risks encompassing managing situations where specific instructions or checklist items are not published	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start			Can identify, assess, and manage risks encompassing personnel, vehicles, vessels, foreign object debris, and other aircraft in the vicinity during powerplant start	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can explain procedures and limitations associated with a precision approach, including determining required descent rates and adjusting minimums in the case of inoperative equipment.			Low
Conduct Precision Approach	Can explain navigation system displays, annunciations, and modes of operation.			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can explain ground-based and satellite-based navigation (orientation, course determination, equipment, tests and regulations, interference, appropriate use of navigation data, signal integrity).			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can explain stabilized approach criteria, to include energy management concepts.			Low
Conduct Precision Approach		Can execute selection, tuning, identification, and confirmation the operational status of navigation equipment to be used for the approach.		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can assess NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment and adjust the published MDA and visibility criteria for the aircraft approach category		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can use an MFD and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach			Can identify, assess, and manage risks, encompassing failure to follow the correct approach procedure (e.g. descending below the glideslope, etc.).	Low
Conduct Precision Approach			Can identify, assess, and manage risks, encompassing selecting an incorrect navigation frequency.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach			Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach			Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach.	Low
Conduct Precision Approach			Can identify, assess, and manage risks, encompassing an unstable approach, including excessive descent rates.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach			Can identify, assess, and manage risks, encompassing deteriorating weather conditions on approach.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach			Can identify, assess, and manage risks, encompassing continuing to descend below the Decision Altitude (DA)/Decision Height (DH) when the required visual references are not visible.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can describe normal and non-normal procedures including crew duties, monitoring assignments, transfer of control during normal operations, appropriate automatic or crew-initiated call-outs, proper use of standard or special IAPs, applicable minima for normal configurations or for alternate or failure configurations, and reversion to higher minima in the event of failures			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can perform appropriate normal and non-normal procedures including crew duties, monitoring assignments, transfer of control during normal operations, appropriate automatic or crew-initiated call-outs, proper use of standard or special IAPs, applicable minima for normal configurations or for alternate or failure configurations, and reversion to higher minima in the event of failures		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can describe procedures to address the transition from electronic monitoring displays to external visual references for both PF and PM for systems that include such displays.			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach			Can appreciate constraints for head winds, tail winds, crosswinds, and the effect of vertical and horizontal wind shear on automatic systems, flight directors (F/D), or other system (e.g., HUD, SVGS, etc.) performance. For systems such as HUDs that have a limited field of view (FOV), or synthetic reference systems, pilots should be familiar with the display limitations of these systems and expected pilot actions in the event that the aircraft reaches or exceeds a display limit capability.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can apply Flightcrew procedures used (e.g., PF/PM duties, monitored approach, or call-outs);		Low
Conduct Precision Approach	Can identify nearby critical terrain or obstruction environment;			Low
Conduct Precision Approach		Can respond appropriately to aircraft and ground system failures.		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can verify currency and integrity of aircraft navigation data		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can obtain a receiver autonomous integrity monitoring (RAIM) prediction for the planned RNP operation		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can verify successful completion of RNP system self-tests;		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform initialization navigation system position		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform retrieval of an RNP procedure (e.g., Standard Instrument Departure (SID) or a Standard Terminal Arrival (STAR) with appropriate transition)		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can execute an RNP procedure (e.g., Standard Instrument Departure (SID) or a Standard Terminal Arrival (STAR) with appropriate transition)		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can select the appropriate STAR or SID for the active runway in use and be familiar with procedures to deal with a runway change		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can verify waypoints and flight plan programming;		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform a manual or automatic runway update (with takeoff point shift for Inertial Reference Units (IRU) only);		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform flying direct to a waypoint		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform flying a course/track to a waypoint		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform interception of a course/track		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform flying vectors, and rejoining an RNP route/procedure from the 'heading' mode;		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform selecting/arming the navigation system for an ILS or GLS transition		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform insertion and deletion of a route discontinuity;		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform removal and reselection of a navigation sensor input;		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can confirm exclusion of a specific navigation aid or navigation aid type (distance measuring equipment (DME) and very high frequency omni-directional range (VOR) only);		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform changing of the arrival airport and alternate airport		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can verify the RNP value set in the flight management system (FMS) matches the equipment capability and authorizations as annotated in the flight plan		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES	MOTOR SKILL LEARNING OBJECTIVES	ATTITUDE LEARNING OBJECTIVES	TASK EXPECTATION RATING
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform parallel offset function if capability exists		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: AFTER LANDING CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: AFTER START CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: AFTER TAKE-OFF CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: APPROACH CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: BEFORE START CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: BEFORE TAKE-OFF CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: CABIN ALTITUDE SETTING FOR LANDING		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: CLIMB CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: CRUISE CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: DESCENT CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: EXTERNAL CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: GROUND HANDLING CHECKLIST		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: LANDING CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: LEAVING AIRPLANE (TERMINATING FLIGHT) CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: LINE UP CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: MISSED APPROACH CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: SHUT DOWN CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: START CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium
Conduct use of FMS		Can verify currency of aircraft navigation data.		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of FMS		Can verify successful completion of RNAV system self-tests		Medium
Conduct use of FMS		Can execute initialization of RNAV system position		Medium
Conduct use of FMS		Can execute retrieval and flying of a DP or STAR with appropriate transition		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of FMS		Can comply with speed and/or altitude constraints associated with a DP or STAR.		Low
Conduct use of FMS		Can execute making a runway change associated with a DP or STAR		Low
Conduct use of FMS		Can verify waypoints and flight plan programming		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of FMS		Can perform a manual or automatic runway update (with takeoff point shift, if applicable)		Low
Conduct use of FMS		Can perform flying direct to a waypoint		Low
Conduct use of FMS		Can perform flying a course/track to a waypoint.		Low
Conduct use of FMS		Can perform interception of a course/track		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of FMS		Can comply with a vectored off and execute rejoining a procedure.		Low
Conduct use of FMS		Can determine cross-track error/deviation		Low
Conduct use of FMS		Can execute insertion and deletion of a route discontinuity		Low
Conduct use of FMS		Can execute removal and reselection of navigation sensor inputs.		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of FMS		Can confirm exclusion of a specific navigation aid or navigation aid type.		Low
Conduct use of FMS		Can execute insertion and deletion of a lateral offset		Low
Conduct use of FMS		Can execute a change of the arrival airport and alternate airport		Low
Conduct use of FMS		Can execute insertion and delete a holding pattern		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of FMS			Can manage the risk of errors when receiving a change to assigned routing by ensuring the waypoints sequence depicted by their navigation system matches the route depicted on the appropriate chart(s) and their assigned route	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of FMS		Can perform use of the automatic throttle, flight management computer, or other speed management system, if applicable.		Low
Conduct use of TCAS		Can demonstrate the proper use of controls including aircraft configuration required to initiate a self-test.		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of TCAS		Can demonstrate the proper use of controls including steps required to initiate a self-test.		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 2				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of TCAS		Can demonstrate the proper use of controls including recognizing when the self-test was successful and when it was unsuccessful. When the self-test is unsuccessful, recognizing the reason for the failure, and if possible, correcting the problem.		Medium

3.3 Course 1 – SIT 3 Learning Objectives

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct after landing, parking and securing	Can explain parking, shutdown, securing, and postflight inspection.			Medium
Conduct after landing, parking and securing		Can coordinate with crew, if applicable, and execute the appropriate checklist(s) after clearing the runway.		Medium
Conduct after landing, parking and securing			Can identify, assess, and manage risks, encompassing inappropriate activities and distractions.	Medium
Conduct after landing, parking and securing			Can identify, assess, and manage risks, encompassing confirmation or expectation bias as related to taxi instructions.	Medium
Conduct after landing, parking and securing			Can identify, assess, and manage risks, encompassing propeller, turbofan inlet, and exhaust safety.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct after landing, parking and securing			Can identify, assess, and manage risks, encompassing airport specific security procedures.	Medium
Conduct after landing, parking and securing			Can identify, assess, and manage risks, encompassing disembarking passengers.	Medium
Conduct Arrival Procedures			Can manage the risk of errors when assigned an STAR and subsequently receives a change of landing runway, procedure or transition by verifying the appropriate changes are entered and available for navigation	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures	Can use standard Terminal Arrival (STAR) charts, U.S. Terminal Procedures Publications, and IFR Enroute High and Low Altitude Charts			Medium
Conduct Arrival Procedures	Can use a Flight Management System (FMS) or GPS to follow a STAR			Medium
Conduct Arrival Procedures	Can explain two-way radio communication failure procedures during an arrival			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures	Can explain ground-based and satellite-based navigation (orientation, course determination, equipment, tests and regulations, interference, appropriate use of navigation data, signal integrity)			Medium
Conduct Arrival Procedures		Can select, identify and use the appropriate communication and navigation facilities associated with the arrival		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures		Can perform setup of FMS and avionics to include flight director and autopilot controls for the arrival, if applicable		Medium
Conduct Arrival Procedures		Can use current and appropriate navigation publications or databases for the proposed flight		Medium
Conduct Arrival Procedures		Can perform interception of courses, radials, and bearings appropriate to the procedure, route or clearance		Medium
Conduct Arrival Procedures		Can comply with all applicable charted procedures		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures			Can identify, assess, and manage risks, encompassing failure to communicate with ATC or follow published procedures.	Medium
Conduct Arrival Procedures			Can identify, assess, and manage risks, encompassing failure to recognize limitations of traffic avoidance equipment.	Medium
Conduct Arrival Procedures			Can identify, assess, and manage risks, encompassing failure to use see and avoid techniques when possible.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures			Can identify, assess, and manage risks, encompassing improper automation management.	Medium
Conduct Arrival Procedures			Can identify, assess, and manage risks, encompassing ATC instructions that modify an arrival or discontinue/resume the aircraft's lateral or vertical navigation on an arrival.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures	Can explain reasons other than visibility that a go around may suddenly be required			Medium
Conduct Arrival Procedures	Can explain the characteristics of a pilot braking action report			Medium
Conduct Arrival Procedures	Can explain items to consider when a pilot braking action report is reliable			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can manage the risk of errors when assigned an RNAV DP and subsequently receives a change of runway, procedure or transition by verifying the appropriate changes are entered and available for navigation prior to takeoff.	Medium
Conduct Before Takeoff Checks	Can explain the purpose of checking each item during before takeoff checks			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can describe how to detect malfunctions			Medium
Conduct Before Takeoff Checks	Can ensure the aircraft is in safe operating condition			Medium
Conduct Before Takeoff Checks	Can explain deicing and anti icing procedures			Medium
Conduct Before Takeoff Checks	Can explain hold over times by referencing to a hold over chart			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can describe how to conduct a proper pre-takeoff contamination check			Medium
Conduct Before Takeoff Checks	Can describe how adverse weather conditions effect takeoff performance (e.g., snow, ice, gusting crosswinds, low-visibility)			Medium
Conduct Before Takeoff Checks	Can give a before takeoff briefing			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can determine the airplane's takeoff performance for actual conditions and planned departure runway		Medium
Conduct Before Takeoff Checks		Can coordinate with crew and execute the appropriate checklist(s) prior to takeoff in a timely manner		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can confirm all systems checked are within an acceptable operating range and are safe for the proposed flight		Medium
Conduct Before Takeoff Checks		Can explain any system operating characteristic or limitation and any corrective action for a malfunction during the checks		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can determine airspeeds/V-speeds and set flight instruments appropriately		Medium
Conduct Before Takeoff Checks		Can use flight director and autopilot controls for the current flight conditions and takeoff and departure clearances		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can perform configuration of navigation equipment for takeoff and departure clearances		Medium
Conduct Before Takeoff Checks		Can configure communication equipment for takeoff and departure clearances		Medium
Conduct Before Takeoff Checks		Can obtain and correctly interpret the takeoff and departure clearance		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can conduct a briefing that includes procedures for emergency and abnormal situations (e.g., powerplant failure, windshear), which may be encountered during takeoff, and state the planned action if they were to occur		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing division of attention while conducting before takeoff checks	Medium
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing an unexpected change in the runway to be used for departure	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to verify performance data is correct and airspeeds and flight instruments are set for actual conditions and the departure runway	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to set navigation and communication equipment for departure	Medium
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to configure autopilot and flight director controls for departure	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to account for adverse weather conditions prior to takeoff (e.g., snow, ice, gusting crosswinds, low-visibility)	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing A powerplant failure during takeoff or other malfunction considering operational factors such as airplane characteristics, runway/takeoff path length, surface conditions, environmental conditions, and obstructions	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	Medium
Conduct Departure Procedures	Can explain takeoff minimums			Medium
Conduct Departure Procedures	Can explain obstacle Departure Procedure (ODP), including Visual Climb over the Airport (VCOA) and Diverse Vector Area (Radar Vectors)			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can explain Standard Instrument Departures (SID), including RNAV departure			Medium
Conduct Departure Procedures	Can explain required climb gradients			Medium
Conduct Departure Procedures	Can explain U.S. Terminal Procedures Publications and En Route Charts			Medium
Conduct Departure Procedures	Can explain proper use of a Flight Management System (FMS) to follow a DP			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can explain pilot/controller responsibilities, communication procedures, and ATC services available to pilots			Medium
Conduct Departure Procedures	Can explain two-way radio communication failure procedures after takeoff			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can explain ground-based and satellite-based navigation (orientation, course determination, equipment, tests and regulations, interference, appropriate use of navigation data, signal integrity)			Medium
Conduct Departure Procedures	Can explain communication failure procedures			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures		Can select the appropriate instrument departure procedure.		Medium
Conduct Departure Procedures		Can select, identify and use the appropriate communication facilities associated with the procedure		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures		Can select, identify and use the appropriate navigation facilities associated with the procedure		Medium
Conduct Departure Procedures		Can perform programming the FMS prior to departure and execute avionics setup of flight director and autopilot controls for the departure		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures		Can use current and appropriate navigation publications or databases for the proposed flight		Medium
Conduct Departure Procedures		Can perform interception of courses, radials, and bearings appropriate to the procedure, route or clearance		Medium
Conduct Departure Procedures		Can comply with all applicable charted procedures		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures		Can execute the departure phase to a point where the transition to the en route environment is complete		Medium
Conduct Departure Procedures			Can identify, assess, and manage risks, encompassing failure to communicate with ATC or follow published procedures and required climb gradients	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures			Can identify, assess, and manage risks, encompassing limitations of air traffic avoidance equipment and use of see and avoid techniques	Medium
Conduct Departure Procedures			Can identify, assess, and manage risks, encompassing improper automation management	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can explain the procedures used during a powerplant failure on takeoff, the appropriate reference airspeeds, and the specific pilot actions required.			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can explain operational considerations to include: airplane performance, takeoff warning systems, runway length, surface conditions, density altitude, wake turbulence, environmental conditions, obstructions			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can coordinate with crew and execute the appropriate checklist(s) following the powerplant failure.		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment			Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure during takeoff considering operational factors such as takeoff warning inhibit systems, runway/takeoff path length, surface conditions, environment, obstructions, and LAHSO operations.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment			Can identify, assess, and manage risks, encompassing failure to brief the plan for a powerplant failure during takeoff, in a crew environment.	Low
Conduct Emergency Procedure - Powerplant Failure During Second Segment			Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment			Can identify, assess, and manage risks, encompassing failure to correctly identify the inoperative engine (AMEL, AMES).	Low
Conduct Emergency Procedure - Powerplant Failure During Second Segment			Can identify, assess, and manage risks, encompassing inability to climb or maintain altitude with an inoperative powerplant (AMEL, AMES).	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment			Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	Low
Conduct Emergency Procedure - Powerplant Failure During Second Segment			Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment			Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can execute continued takeoff following failures including engine failure after V1, and any critical failures for the aircraft type that could lead to lateral asymmetry during the takeoff;		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can execute continued takeoff if the powerplant failure occurs at a point where the airplane can continue to a specified airspeed and altitude at the end of the runway commensurate with the airplane's performance capabilities and operating limitations		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can coordinate with crew and execute the appropriate checklist(s) following the powerplant failure.		Low
Conduct Go-Around/Rejected Landing	Can explain stabilized approach, to include energy management concepts.			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing	Can explain situations and considerations on approach that could require a go-around/rejected landing, to include the inability to comply with a LAHSO clearance.			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing	Can explain Go-around/rejected landing procedures, the importance of a timely decision, and appropriate airspeed/V-speeds for the maneuver.			Medium
Conduct Go-Around/Rejected Landing		Can execute the appropriate procedures and checklist(s) in a timely manner.		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing delayed recognition of the need for a go-around/rejected landing.	Medium
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing delayed performance of a go-around at low altitude.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing improper application of power.	Medium
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing improper airplane configuration.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires vessels, vessels, persons, and wildlife.	Medium
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing			Can identify, assess, and manage risks, encompassing managing a go-around/rejected landing after accepting a LAHSO clearance.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing	Can describe Proper airborne system use for go-around, including consideration of height loss during transition to a go-around, performance assurance for obstacle clearance, management of any necessary mode changes, and assurance of appropriate vertical and lateral flightpath tracking.			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding	Can explain elements related to holding procedures, including reporting criteria, appropriate speeds, and recommended entry procedures for standard, nonstandard, published, and non- published holding patterns.			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding	Can explain determining holding endurance based upon factors to include an expect further clearance (EFC) time, fuel on board, fuel flow while holding, fuel required to destination and alternate, etc., as appropriate.			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding	Can explain when to declare minimum fuel or a fuel-related emergency.			Medium
Conduct Holding	Can explain use of automation for holding to include autopilot and flight management systems, if equipped.			Medium
Conduct Holding		Can identify instrument navigation aids associated with the assigned hold.		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding		Can apply the appropriate entry procedure for a standard, nonstandard, published, or non- published holding pattern.		Medium
Conduct Holding		Can change to the appropriate holding airspeed for the airplane and holding altitude to cross the holding fix at or below maximum holding airspeed		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding		Can comply with the holding pattern leg length and other restrictions, if applicable, associated with the holding pattern.		Medium
Conduct Holding		Can comply with ATC reporting requirements.		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding		Can use automation to include autopilot, flight director controls, and navigation displays associated with the assigned hold.		Medium
Conduct Holding		Can calculate fuel reserve calculations based on EFC times.		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding			Can identify, assess, and manage risks, encompassing recalculating fuel reserves if assigned an unanticipated EFC time.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding			Can identify, assess, and manage risks, encompassing scenarios and circumstances that could result in minimum fuel or the need to declare an emergency.	Medium
Conduct Holding			Can describe scenarios that could lead to holding, including deteriorating weather at the planned destination.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding			Can identify, assess, and manage risks, encompassing improper holding entry and improper wind correction while holding.	Medium
Conduct Holding			Can identify, assess, and manage risks, encompassing holding while in icing conditions.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding			Can identify, assess, and manage risks, encompassing improper automation management.	Medium
Conduct Instrument Takeoff		Can coordinate with crew and execute the appropriate checklist(s) prior to takeoff in a timely manner		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can execute setting of the applicable avionics and flight instruments prior to initiating the takeoff		Medium
Conduct Instrument Takeoff		Can verify assigned/correct runway		Medium
Conduct Instrument Takeoff		Can execute appropriate after-takeoff checklist(s) in a timely manner		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing selection of a runway based on aircraft performance and limitations, available distance, surface conditions, lighting, and wind	Medium
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing wake turbulence	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for rejected takeoff	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for Engine failure in takeoff phase of flight with the ceiling or visibility below the minimums for an instrument approach at departure airport	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for Engine failure in climb phase of flight with the ceiling or visibility below the minimums for an instrument approach at departure airport	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for low altitude maneuvering including stall, spin, or CFIT	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff			Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for distractions, loss of situational awareness, or improper task management.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can describe procedures during takeoff to address the transition from visual flight to instrument flight for both the pilot flying (PF) and pilot monitoring (PM), to include the use and limitations of any flight guidance or visual systems in use. Pilots should be aware of the operator's policy for responding to loss of suitable visual reference during takeoff, in the low and high speed regimes, both before and after V1 (refer to AC 120-62 for additional information and recommendations for training).			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff			Can demonstrate familiarization with operator's policies and procedures concerning constraints applicable to AWO takeoffs and landings on contaminated or cluttered runways. Limits should be noted for use of wet or icy runways as far as directional control or stopping performance is concerned, and flight crews should be familiar with appropriate constraints related to braking reports and the obscuration of appropriate lighting or markings. Refer to AC 91-79 for detailed information on runway contaminants and condition reporting.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain which items must be inspected per the OEM Manuals using pictorial preflight			High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain the reasons for checking each item during preflight			High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can describe how to detect possible defects			High

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures	Can explain how to coordinate checklist with crew, if appropriate			High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			Can identify, assess, and manage risks encompassing Inoperative equipment discovered prior to flight.	High

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			Can identify, assess, and manage risks encompassing external pressures and Aviation security concerns.	High
Conduct Landing From a Precision Approach	Can explain elements related to the pilot's responsibilities, and the environmental, operational, and meteorological factors that affect landing from a precision approach.			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can explain approach lighting systems and runway and taxiway signs, markings and lighting.			Medium
Conduct Landing From a Precision Approach		Can demonstrate SRM or CRM, as appropriate.		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing selection of an approach procedure and runway based on pilot capability, aircraft limitations, available distance, surface conditions, and wind.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing wake turbulence.	Medium
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for missed approach	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for land and hold short operations (LAHSO)	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for low altitude maneuvering including stall, spin, or CFIT.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for distractions, loss of situational awareness, or improper task management.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for attempting to land from an unstable approach.	Medium
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for flying below the glidepath.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			Can identify, assess, and manage risks, encompassing planning for transitioning from instrument to visual references for landing.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			Can demonstrate familiarization with operator's policies and procedures concerning constraints applicable to AWO takeoffs and landings on contaminated or cluttered runways. Limits should be noted for use of wet or icy runways as far as directional control or stopping performance is concerned, and flight crews should be familiar with appropriate constraints related to braking reports and the obscuration of appropriate lighting or markings. Refer to AC 91-79 for detailed information on runway contaminants and condition reporting.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can recognize significant airborne system failures experienced prior to and after reaching the final approach fix (FAF), MDA, DA/DH, or AH.			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can perform proper reaction to significant airborne system failures experienced prior to and after reaching the final approach fix (FAF), MDA, DA/DH, or AH. Expected pilot response to failure after touchdown should be addressed as well.		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can recognize ground or navigation system faults, failures or abnormalities at any point during the approach and landing.			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can recognize and execute appropriate actions in response to ground or navigation system faults, failures or abnormalities at any point during the approach and landing.		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			Can appreciate that pilots should be familiar with the need to report navigation system anomalies or discrepancies, failures of any lighting system (e.g., approach lights, runway lights, touchdown zone (TDZ) lights, centerline lights), or any other discrepancies that could be pertinent to operations.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach	Can explain elements related to missed approach procedures to include reference to standby or backup instruments.			Medium
Conduct Missed Approach	Can explain limitations associated with standard instrument approaches, including while using an FMS or autopilot, if equipped.			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach		Can coordinate with crew and execute the appropriate procedures and checklist(s) in a timely manner.		Medium
Conduct Missed Approach		Can comply with the published or alternate missed approach procedure.		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach		Can use an MFD and other graphical navigation displays, if installed, to monitor position and track to help navigate the missed approach.		Medium
Conduct Missed Approach		Can demonstrate effective CRM		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach		Can execute re-engagement of the autopilot at appropriate times during the missed approach procedure.		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach		Can obtain ATC clearance to attempt another approach, proceed to the alternate airport, holding fix, or other clearance limit, as appropriate, or as directed by the evaluator.		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach			Can identify, assess, and manage risks, encompassing failure to follow prescribed procedures.	Medium
Conduct Missed Approach			Can identify, assess, and manage risks, encompassing holding, diverting, or electing to fly the approach again.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach			Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach			Can identify, assess, and manage risks, encompassing factors that might lead to executing a missed approach procedure before the MAP or to a go-around below DA/MDA.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach			Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	Medium
Conduct Missed Approach - OEI	Can explain elements related to a one engine inoperative missed approach procedures to include reference to standby or backup instruments.			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI		Can coordinate with crew and execute the appropriate procedures and checklist(s) in a timely manner during an one engine inoperative missed approach.		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI		Can comply with the published or alternate missed approach procedure during an one engine inoperative missed approach.		Low
Conduct Missed Approach - OEI		Can use an MFD and other graphical navigation displays, if installed, to monitor position and track to help navigate the missed approach.		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI		Can demonstrate effective CRM during an one engine inoperative missed approach.		Low
Conduct Missed Approach - OEI		Can execute re-engagement of the autopilot at appropriate times during the one engine inoperative missed approach procedure.		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI		Can obtain ATC clearance to attempt another approach, proceed to the alternate airport, holding fix, or other clearance limit, as appropriate, or as directed by the evaluator during an one engine inoperative missed approach.		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI			Can identify, assess, and manage risks, encompassing failure to follow prescribed procedures during an one engine inoperative missed approach.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI			Can identify, assess, and manage risks, encompassing holding, diverting, or electing to fly the approach again during an one engine inoperative missed approach.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI			Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach during an one engine inoperative missed approach.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI			Can identify, assess, and manage risks, encompassing factors that might lead to executing an one engine inoperative missed approach procedure before the MAP or to a go-around below DA/MDA.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI			Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems during an one engine inoperative missed approach.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain that unstabilized approaches are a key contributor to CFIT events, and explain that present NPAs are designed with and without stepdown fixes in the final approach			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain why stepdowns flown without a constant descent will require multiple thrust, pitch, and altitude adjustments inside the final approach fix (FAF), and can explain that these adjustments increase pilot workload and potential errors during a critical phase of flight.			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain that the practice commonly referred to as "dive and drive," can result in extended level flight as low as 250 feet above the ground in instrument meteorological conditions (IMC) and shallow or steep final approaches.			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain that a stabilized approach is a key feature to a safe approach and landing. Can explain that operators are encouraged by the FAA and the International Civil Aviation Organization (ICAO) to use the stabilized approach concept to help eliminate CFIT.			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain that the stabilized approach concept is characterized by maintaining a stable approach speed, descent rate, vertical flightpath, and configuration to the landing touchdown point			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain that precision IAPs and approach procedures with vertical guidance (APV) have a continuous descent approach profile in their design.			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain that NPAs were not originally designed with this vertical path, but may easily be flown using the CDFA (continuous descent final approach) technique.			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain why Flying NPAs with a continuous descent profile will provide a safety advantage over flying approaches using the “dive and drive” technique.			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain that CDFA is a technique for flying the final approach segment of an NPA as a continuous descent. The technique is consistent with stabilized approach procedures and has no level-off.			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain the six advantages of CDFA: Increased safety by employing the concepts of stabilized approach criteria and procedure standardization; Improved pilot situational awareness (SA) and reduced pilot workload; Improved fuel efficiency by minimizing the low-altitude level flight time; Reduced noise level by minimizing the level flight time at high thrust settings; Procedural similarities to APV and precision approach operations; Reduced probability of infringement on required obstacle clearance during the final approach segment.			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain that CDFA requires no specific aircraft equipment other than that specified by the title of the NPA procedure and that Pilots can safely fly suitable NPAs with CDFA using basic piloting techniques, aircraft flight management systems (FMS) and RNAV systems, or by manually computing rate of descent.			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can calculate a rate of descent for VDA (see example in this paragraph)			Medium
Conduct Nonprecision Approach	Can explain that some approach characteristics (e.g., circling-only minima) and environmental factors (e.g., icing) could make the use of CDFA inadvisable.			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			Can appreciate that there are environments in which using CDFA technique is not advisable or practical, for example airports that do not offer straight in non precision approaches.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain procedures and limitations associated with a nonprecision approach, including the differences between Localizer Performance (LP) and Lateral Navigation (LNAV) approach guidance			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain navigation system displays and annunciations, modes of operation, and RNP lateral accuracy values associated with an RNAV (GPS) approach.			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain ground-based and satellite-based navigation (orientation, course determination, equipment, tests and regulations, interference, appropriate use of navigation data, signal integrity).			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can explain criteria for a stabilized approach, to include energy management concepts.			Medium
Conduct Nonprecision Approach		Can execute selection, tuning, identification, and confirmation the operational status of navigation equipment to be used for the approach.		Medium
Conduct Nonprecision Approach		Can Comply with all clearances issued by ATC .		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can use a Multi-Function Display (MFD) and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			Can identify, assess, and manage risks, encompassing Failure to follow the correct approach procedure (e.g., descending too early, etc.).	Medium
Conduct Nonprecision Approach			Can identify, assess, and manage risks, encompassing Selecting an incorrect navigation frequency.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			Can identify, assess, and manage risks, encompassing Failure to manage automated navigation and auto flight systems.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			Can identify, assess, and manage risks, encompassing Failure to ensure proper airplane configuration during an approach and missed approach.	Medium
Conduct Nonprecision Approach			Can identify, assess, and manage risks, encompassing An unstable approach, including excessive descent rates.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			Can identify, assess, and manage risks, encompassing Deteriorating weather conditions on approach.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			Can identify, assess, and manage risks, encompassing Operating below the minimum descent altitude (MDA) or continuing a descent below decision altitude (DA) without proper visual references.	Medium
Conduct Normal Approach and Landing with Crosswind	Can explain stabilized approach, to include energy management concepts.			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can explain effects of atmospheric conditions, including wind, on approach and landing performance.			Medium
Conduct Normal Approach and Landing with Crosswind		Can coordinate with crew and execute after landing checklists(s).		Medium
Conduct Normal Approach and Landing with Crosswind		Can confirm the airplane is aligned with the correct/assigned runway or landing surface.		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind			Can identify, assess, and manage risks, encompassing selection of a runway or approach path and touchdown area based aircraft limitations, available distance, surface conditions, and wind.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind			Can identify, assess, and manage risks, encompassing wake turbulence.	Medium
Conduct Normal Approach and Landing with Crosswind			Can identify, assess, and manage risks, encompassing Go-Around/Rejected Landing	Medium
Conduct Normal Approach and Landing with Crosswind			Can identify, assess, and manage risks, encompassing land and Hold Short Operations (LAHSO)	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind			Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	Medium
Conduct Normal Approach and Landing with Crosswind			Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind			Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, incorrect airport surface approach and landing, or improper task management.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can describe the effects of atmospheric conditions, including wind, on takeoff and climb performance			Medium
Conduct Normal Takeoff and Climb with Crosswind	Can describe the appropriate V-speeds for takeoff and climb			Medium
Conduct Normal Takeoff and Climb with Crosswind	Can describe the appropriate aircraft configuration and power setting for takeoff and climb			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can identify airport and runway markings, signs, and lights			Medium
Conduct Normal Takeoff and Climb with Crosswind		Can coordinate with crew and complete the appropriate checklist(s) prior to takeoff in a timely manner		Medium
Conduct Normal Takeoff and Climb with Crosswind		Can verify assigned/correct runway		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can verify the airplane is configured for takeoff		Medium
Conduct Normal Takeoff and Climb with Crosswind		Can confirm takeoff power and proper engine and flight instrument indications prior to rotation and perform callouts as appropriate, for the airplane or per the operator's procedures		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can execute appropriate after-takeoff checklist(s) in a timely manner		Medium
Conduct Normal Takeoff and Climb with Crosswind			Can identify, assess, and manage risks, encompassing selection of a runway, or runway intersection aircraft limitations, available distance, surface conditions, and wind	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind			Can identify, assess, and manage risks, encompassing wake turbulence	Medium
Conduct Normal Takeoff and Climb with Crosswind			Can demonstrate proper planning for rejected takeoff	Medium
Conduct Normal Takeoff and Climb with Crosswind			Can demonstrate proper planning for engine failure in takeoff phase of flight	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind			Can demonstrate proper planning for engine failure in climb phase of flight	Medium
Conduct Normal Takeoff and Climb with Crosswind			Can identify, assess, and manage risks, encompassing improper aircraft configuration or settings (e.g., trim, flaps, autobrakes, etc.)	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind			Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind			Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management	Medium
Conduct Powerplant Start	Can describe normal powerplant start procedures and limitations without APU			High

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start	Can describe normal powerplant start procedures and limitations with APU			High
Conduct Powerplant Start	Can describe abnormal powerplant start procedures and limitations without APU			High
Conduct Powerplant Start	Can describe abnormal powerplant start procedures and limitations with APU			High

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start	Can explain procedures for starting engines under various conditions			High
Conduct Powerplant Start	Can explain possible malfunctions during powerplant start, procedures to address the malfunction, and any associated limitations			High

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start	Can describe coordinating and communicating with ground personnel for powerplant start, if applicable			High
Conduct Powerplant Start		Can ensure the ground safety procedures are followed during the before-start, start, and after-start phase		High

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start		Can coordinate with crew and complete the appropriate checklist(s) prior to and after powerplant start.		High
Conduct Powerplant Start		Can identify an abnormal start or malfunction and execute the correct procedure		High

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start			Can identify, assess, and manage risks encompassing malfunctions during powerplant start	High
Conduct Powerplant Start			Can identify, assess, and manage risks encompassing turbine powerplant safety	High

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start			Can identify, assess, and manage risks encompassing managing situations where specific instructions or checklist items are not published	High

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start			Can identify, assess, and manage risks encompassing personnel, vehicles, vessels, foreign object debris, and other aircraft in the vicinity during powerplant start	High

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can explain procedures and limitations associated with a precision approach, including determining required descent rates and adjusting minimums in the case of inoperative equipment.			Medium
Conduct Precision Approach	Can explain navigation system displays, annunciations, and modes of operation.			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can explain ground-based and satellite-based navigation (orientation, course determination, equipment, tests and regulations, interference, appropriate use of navigation data, signal integrity).			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can explain stabilized approach criteria, to include energy management concepts.			Medium
Conduct Precision Approach		Can execute selection, tuning, identification, and confirmation the operational status of navigation equipment to be used for the approach.		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can assess NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment and adjust the published MDA and visibility criteria for the aircraft approach category		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can use an MFD and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach			Can identify, assess, and manage risks, encompassing failure to follow the correct approach procedure (e.g. descending below the glideslope, etc.).	Medium
Conduct Precision Approach			Can identify, assess, and manage risks, encompassing selecting an incorrect navigation frequency.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach			Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach			Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach.	Medium
Conduct Precision Approach			Can identify, assess, and manage risks, encompassing an unstable approach, including excessive descent rates.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach			Can identify, assess, and manage risks, encompassing deteriorating weather conditions on approach.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach			Can identify, assess, and manage risks, encompassing continuing to descend below the Decision Altitude (DA)/Decision Height (DH) when the required visual references are not visible.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can describe normal and non-normal procedures including crew duties, monitoring assignments, transfer of control during normal operations, appropriate automatic or crew-initiated call-outs, proper use of standard or special IAPs, applicable minima for normal configurations or for alternate or failure configurations, and reversion to higher minima in the event of failures			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can perform appropriate normal and non-normal procedures including crew duties, monitoring assignments, transfer of control during normal operations, appropriate automatic or crew-initiated call-outs, proper use of standard or special IAPs, applicable minima for normal configurations or for alternate or failure configurations, and reversion to higher minima in the event of failures		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can describe procedures to address the transition from electronic monitoring displays to external visual references for both PF and PM for systems that include such displays.			Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach			Can appreciate constraints for head winds, tail winds, crosswinds, and the effect of vertical and horizontal wind shear on automatic systems, flight directors (F/D), or other system (e.g., HUD, SVGS, etc.) performance. For systems such as HUDs that have a limited field of view (FOV), or synthetic reference systems, pilots should be familiar with the display limitations of these systems and expected pilot actions in the event that the aircraft reaches or exceeds a display limit capability.	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can apply Flightcrew procedures used (e.g., PF/PM duties, monitored approach, or call-outs);		Medium
Conduct Precision Approach	Can identify nearby critical terrain or obstruction environment;			Medium
Conduct Precision Approach		Can respond appropriately to aircraft and ground system failures.		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff	Can describe conditions and situations that could warrant a rejected takeoff (e.g., takeoff warning systems, powerplant failure, other systems warning/failure)			Low
Conduct Rejected Takeoff	Can describe safety considerations following a rejected takeoff			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff	Can explain the procedure for accomplishing a rejected takeoff			Low
Conduct Rejected Takeoff	Can explain accelerate/stop distance			Low
Conduct Rejected Takeoff	Can define relevant V-speeds for a rejected takeoff			Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff		Can execute aborted takeoff if the powerplant failure occurs at a point during the takeoff where the abort procedure can be initiated and the airplane can be safely stopped on the remaining runway		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff		Can execute prompt reduction of power and maintain positive aircraft control using drag and braking devices, as appropriate, to come to a stop		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff		Can coordinate with crew, if applicable, and complete the appropriate procedures, checklist(s), and radio calls following a rejected takeoff in a timely manner		Low
Conduct Rejected Takeoff			Can identify, assess, and manage risks, encompassing a powerplant failure or other malfunction during takeoff.	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff			Can identify, assess, and manage risks, encompassing failure to maintain directional control following a rejected takeoff	Low
Conduct Rejected Takeoff			Can identify, assess, and manage risks, encompassing rejecting takeoff with inadequate stopping distance	Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff			Can identify, assess, and manage risks, encompassing a high-speed abort distractions, loss of situational awareness, or improper task management	Low
Conduct Rejected Takeoff		Can execute Rejected takeoff from a point prior to V1 (including an engine failure);		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff		Can perform rejected takeoff requiring transfer of control (if applicable) for low-visibility takeoff minima where a flight guidance and/or vision systemis required		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff		Can perform rejected takeoff with failure of the flight guidance device or ground-based guidance system, at a critical point of the takeoff, unless these systems have failure characteristics that are extremely improbable.		Low

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can verify currency and integrity of aircraft navigation data		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can obtain a receiver autonomous integrity monitoring (RAIM) prediction for the planned RNP operation		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can verify successful completion of RNP system self-tests;		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform initialization navigation system position		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform retrieval of an RNP procedure (e.g., Standard Instrument Departure (SID) or a Standard Terminal Arrival (STAR) with appropriate transition)		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can execute an RNP procedure (e.g., Standard Instrument Departure (SID) or a Standard Terminal Arrival (STAR) with appropriate transition)		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can select the appropriate STAR or SID for the active runway in use and be familiar with procedures to deal with a runway change		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can verify waypoints and flight plan programming;		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform a manual or automatic runway update (with takeoff point shift for Inertial Reference Units (IRU) only);		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform flying direct to a waypoint		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform flying a course/track to a waypoint		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform interception of a course/track		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform flying vectors, and rejoining an RNP route/procedure from the 'heading' mode;		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform selecting/arming the navigation system for an ILS or GLS transition		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform insertion and deletion of a route discontinuity;		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform removal and reselection of a navigation sensor input;		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can confirm exclusion of a specific navigation aid or navigationaid type (distance measuring equipment (DME) and very high frequencyomni-directional range (VOR) only);		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform changing of the arrival airport and alternate airport		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can verify the RNP value set in the flight management system (FMS) matches the equipment capability and authorizations as annotated in the flight plan		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct RNP operations in the United States, oceanic and remote continental airspace, and in foreign countries which adopt ICAO standards for RNP operations.		Can perform parallel offset function if capability exists		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: AFTER LANDING CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: AFTER START CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		High

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: AFTER TAKE-OFF CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: APPROACH CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: BEFORE START CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		High

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: BEFORE TAKE-OFF CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		High

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: CABIN ALTITUDE SETTING FOR LANDING		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: CLIMB CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: CRUISE CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: DESCENT CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: EXTERNAL CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		High

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: GROUND HANDLING CHECKLIST		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		High

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: LANDING CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: LEAVING AIRPLANE (TERMINATING FLIGHT) CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: LINE UP CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: MISSED APPROACH CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: SHUT DOWN CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of checklist: START CHECKS		Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device		High
Conduct use of FMS		Can verify currency of aircraft navigation data.		High

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of FMS		Can verify successful completion of RNAV system self-tests		High
Conduct use of FMS		Can execute initialization of RNAV system position		High
Conduct use of FMS		Can execute retrieval and flying of a DP or STAR with appropriate transition		High

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of FMS		Can comply with speed and/or altitude constraints associated with a DP or STAR.		Medium
Conduct use of FMS		Can execute making a runway change associated with a DP or STAR		Medium
Conduct use of FMS		Can verify waypoints and flight plan programming		High

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of FMS		Can perform a manual or automatic runway update (with takeoff point shift, if applicable)		Medium
Conduct use of FMS		Can perform flying direct to a waypoint		Medium
Conduct use of FMS		Can perform flying a course/track to a waypoint.		Medium
Conduct use of FMS		Can perform interception of a course/track		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of FMS		Can comply with a vectored off and execute rejoining a procedure.		Medium
Conduct use of FMS		Can determine cross-track error/deviation		Medium
Conduct use of FMS		Can execute insertion and deletion of a route discontinuity		Medium
Conduct use of FMS		Can execute removal and reselection of navigation sensor inputs.		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of FMS		Can confirm exclusion of a specific navigation aid or navigation aid type.		Medium
Conduct use of FMS		Can execute insertion and deletion of a lateral offset		Medium
Conduct use of FMS		Can execute a change of the arrival airport and alternate airport		Medium
Conduct use of FMS		Can execute insertion and delete a holding pattern		Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of FMS			Can manage the risk of errors when receiving a change to assigned routing by ensuring the waypoints sequence depicted by their navigation system matches the route depicted on the appropriate chart(s) and their assigned route	Medium

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of FMS		Can perform use of the automatic throttle, flight management computer, or other speed management system, if applicable.		Medium
Conduct use of TCAS		Can demonstrate the proper use of controls including aircraft configuration required to initiate a self-test.		High

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of TCAS		Can demonstrate the proper use of controls including steps required to initiate a self-test.		High

HS-125 COURSE 1 - SYSTEMS INTEGRATION TRAINING (SIT) 3				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct use of TCAS		Can demonstrate the proper use of controls including recognizing when the self-test was successful and when it was unsuccessful. When the self-test is unsuccessful, recognizing the reason for the failure, and if possible, correcting the problem.		High

4 Simulator Training Learning Objectives – Course 1

4.1 Course 1 – SIM 1 Learning Objectives

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct after landing, parking and securing			Medium
Conduct after landing, parking and securing	Can demonstrate runway incursion avoidance procedures.		Medium
Conduct after landing, parking and securing	Can comply with ATC instructions and perform radio calls as appropriate.		Medium
Conduct after landing, parking and securing	Can coordinate with crew, if applicable, and execute the appropriate checklist(s) after clearing the runway.		Medium
Conduct after landing, parking and securing	Can perform parking in the appropriate area, considering the safety of nearby persons and property.		Medium
Conduct after landing, parking and securing	Can execute a postflight inspection and document discrepancies and servicing requirements, if any.		Medium
Conduct after landing, parking and securing	Can perform securing the airplane.		Medium
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing inappropriate activities and distractions.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing confirmation or expectation bias as related to taxi instructions.	Medium
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing propeller, turbofan inlet, and exhaust safety.	Medium
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing airport specific security procedures.	Medium
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing disembarking passengers.	Medium
Conduct Arrival Procedures		Can manage the risk of errors when assigned an STAR and subsequently receives a change of landing runway, procedure or transition by verifying the appropriate changes are entered and available for navigation	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures			Medium
Conduct Arrival Procedures			Medium
Conduct Arrival Procedures			Medium
Conduct Arrival Procedures			Medium
Conduct Arrival Procedures	Can select, identify and use the appropriate communication and navigation facilities associated with the arrival		Medium
Conduct Arrival Procedures	Can perform setup of FMS and avionics to include flight director and autopilot controls for the arrival, if applicable		Medium
Conduct Arrival Procedures	Can use current and appropriate navigation publications or databases for the proposed flight		Medium
Conduct Arrival Procedures	Can initiate two-way communications with the proper controlling agency		Medium
Conduct Arrival Procedures	Can use proper phraseology and comply in a timely manner with all ATC instructions and airspace restrictions		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures	Can perform interception of courses, radials, and bearings appropriate to the procedure, route or clearance		Medium
Conduct Arrival Procedures	Can comply with all applicable charted procedures		Medium
Conduct Arrival Procedures	Can comply with airspeed restrictions required by regulation, procedure, aircraft limitation or ATC		Medium
Conduct Arrival Procedures	Can maintain rate of descent consistent with the route segment, airplane operating characteristics and safety		Medium
Conduct Arrival Procedures	Can maintain the appropriate airspeed/V-speed ±10 knots, but not less than VRef if applicable, heading ±10°, altitude ±100 feet, and accurately track radials, courses, and bearings		Medium
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing failure to communicate with ATC or follow published procedures.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing failure to recognize limitations of traffic avoidance equipment.	Medium
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing failure to use see and avoid techniques when possible.	Medium
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing improper automation management.	Medium
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing ATC instructions that modify an arrival or discontinue/resume the aircraft’s lateral or vertical navigation on an arrival.	Medium
Conduct Arrival Procedures			Medium
Conduct Arrival Procedures			Medium
Conduct Arrival Procedures			Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can manage the risk of errors when assigned an RNAV DP and subsequently receives a change of runway, procedure or transition by verifying the appropriate changes are entered and available for navigation prior to takeoff.	High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks	Can determine the airplane's takeoff performance for actual conditions and planned departure runway		High
Conduct Before Takeoff Checks	Can coordinate with crew and execute the appropriate checklist(s) prior to takeoff in a timely manner		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can confirm all systems checked are within an acceptable operating range and are safe for the proposed flight		High
Conduct Before Takeoff Checks	Can explain any system operating characteristic or limitation and any corrective action for a malfunction during the checks		High
Conduct Before Takeoff Checks	Can determine airspeeds/V-speeds and set flight instruments appropriately		High
Conduct Before Takeoff Checks	Can use flight director and autopilot controls for the current flight conditions and takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can perform configuration of navigation equipment for takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can configure communication equipment for takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can obtain and correctly interpret the takeoff and departure clearance		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can conduct a briefing that includes procedures for emergency and abnormal situations (e.g., powerplant failure, windshear), which may be encountered during takeoff, and state the planned action if they were to occur		High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing division of attention while conducting before takeoff checks	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing an unexpected change in the runway to be used for departure	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to verify performance data is correct and airspeeds and flight instruments are set for actual conditions and the departure runway	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to set navigation and communication equipment for departure	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to configure autopilot and flight director controls for departure	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to account for adverse weather conditions prior to takeoff (e.g., snow, ice, gusting crosswinds, low-visibility)	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing A powerplant failure during takeoff or other malfunction considering operational factors such as airplane characteristics, runway/takeoff path length, surface conditions, environmental conditions, and obstructions	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	High
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A			Medium
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A			Medium
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A			Medium
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A			Medium
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A			Medium
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A			Medium
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A	Can maintain coordinated flight in simulated or actual instrument conditions throughout the maneuver		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A	Can perform smooth adjustment of pitch attitude, bank angle (15°-30°), and power setting either manually or with the autopilot engaged		Medium
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A	Can recognize the cues and execute prompt recovery at the first indication of an impending stall (e.g., buffet, stall horn, stick shaker, etc.)		Medium
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A	Can execute a stall recovery in accordance with procedures set forth in the POH/AFM		Medium
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A	Can execute a return to the desired flight path		Medium
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing factors and situations that could lead to an inadvertent stall, spin, and loss of control during cruise flight	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing range and limitations of stall warning indicators (e.g., aircraft buffet, stall horn, stick shaker, etc.)	Medium
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing failure to recognize and recover at the stall warning	Medium
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing improper stall recovery procedure	Medium
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing secondary stalls, accelerated stalls, elevator trim stalls, and cross-control stalls	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing effect of environmental elements on aircraft performance while in cruise flight as it relates to stalls (e.g., turbulence, microbursts, and high-density altitude)	Medium
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing distractions, loss of situational awareness, or improper task management	Medium
Conduct Departure Procedures			Medium
Conduct Departure Procedures			Medium
Conduct Departure Procedures			Medium
Conduct Departure Procedures			Medium
Conduct Departure Procedures			Medium
Conduct Departure Procedures			Medium
Conduct Departure Procedures			Medium
Conduct Departure Procedures			Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures			Medium
Conduct Departure Procedures			Medium
Conduct Departure Procedures	Can select the appropriate instrument departure procedure.		Medium
Conduct Departure Procedures	Can select, identify and use the appropriate communication facilities associated with the procedure		Medium
Conduct Departure Procedures	Can select, identify and use the appropriate navigation facilities associated with the procedure		Medium
Conduct Departure Procedures	Can perform programming the FMS prior to departure and execute avionics setup of flight director and autopilot controls for the departure		Medium
Conduct Departure Procedures	Can use current and appropriate navigation publications or databases for the proposed flight		Medium
Conduct Departure Procedures	Can initiate two-way communications with the proper controlling agency		Medium
Conduct Departure Procedures	Can use proper phraseology and comply in a timely manner with all ATC instructions and airspace restrictions		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can perform interception of courses, radials, and bearings appropriate to the procedure, route or clearance		Medium
Conduct Departure Procedures	Can comply with all applicable charted procedures		Medium
Conduct Departure Procedures	Can maintain the appropriate airspeed ±10 knots, headings ±10°, and altitude ±100 feet, and accurately track a course, radial, or bearing		Medium
Conduct Departure Procedures	Can execute the departure phase to a point where the transition to the en route environment is complete		Medium
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing failure to communicate with ATC or follow published procedures and required climb gradients	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing limitations of air traffic avoidance equipment and use of see and avoid techniques	Medium
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing improper automation management	Medium
Conduct Go-Around/Rejected Landing			Medium
Conduct Go-Around/Rejected Landing			Medium
Conduct Go-Around/Rejected Landing			Medium
Conduct Go-Around/Rejected Landing			Medium
Conduct Go-Around/Rejected Landing			Medium
Conduct Go-Around/Rejected Landing	Can initiate a timely decision to go-around/reject the landing.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing	Can apply the appropriate power setting for the flight condition and establish a pitch attitude necessary to obtain the desired performance.		Medium
Conduct Go-Around/Rejected Landing	Can perform establishing a positive rate of climb and the appropriate airspeed/V-speed, ±5 knots.		Medium
Conduct Go-Around/Rejected Landing	Can execute configuration and trimming of the airplane, when appropriate.		Medium
Conduct Go-Around/Rejected Landing	Can perform radio calls as appropriate		Medium
Conduct Go-Around/Rejected Landing	Can maintain the ground track, heading, or course appropriate for the conditions, or as specified by ATC .		Medium
Conduct Go-Around/Rejected Landing	Can execute the appropriate procedures and checklist(s) in a timely manner.		Medium
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing delayed recognition of the need for a go-around/rejected landing.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing delayed performance of a go-around at low altitude.	Medium
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing improper application of power.	Medium
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing improper airplane configuration.	Medium
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires vessels, vessels, persons, and wildlife.	Medium
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	Medium
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing managing a go-around/rejected landing after accepting a LAHSO clearance.	Medium
Conduct Go-Around/Rejected Landing			Medium
Conduct Go-Around/Rejected Landing	Can describe, perform airborne system use for go-around, including consideration of height loss during transition to a go-around, performance assurance for obstacle clearance, management of any necessary mode changes, and assurance of appropriate vertical and lateral flightpath tracking.		Medium
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures		Can identify, assess, and manage risks encompassing Inoperative equipment discovered prior to flight.	High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures		Can identify, assess, and manage risks encompassing external pressures and Aviation security concerns.	High
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A			Medium
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A			Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A			Medium
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A			Medium
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A			Medium
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A	Can perform smooth adjustment of pitch attitude, bank angle (15°-30°), and power setting either manually or with the autopilot engaged		Medium
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A	Can recognize the cues and execute prompt recovery at the first indication of an impending stall (e.g., buffet, stall horn, stick shaker, etc.)		Medium
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A	Can perform establishment of the landing configuration (i.e., lift/drag devices set and landing gear extended) and maintain coordinated flight in simulated or actual instrument conditions throughout the maneuver		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A	Can recognize the cues and execute prompt recovery at the first indication of an impending stall (e.g., buffet, stall horn, stick shaker, etc.)		Medium
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A	Can execute a stall recovery in accordance with procedures set forth in the POH/AFM		Medium
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A	Can execute retraction of the flaps or other lift/drag devices to the recommended setting, retract the landing gear after a positive rate of climb is established and return to the desired flight path		Medium
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing factors and situations that could lead to an inadvertent stall, spin, and loss of control during landing	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing range and limitations of stall warning indicators (e.g., aircraft buffet, stall horn, stick shaker, etc.)	Medium
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing failure to recognize and recover at the stall warning	Medium
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing improper stall recovery procedure	Medium
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing secondary stalls, accelerated stalls, elevator trim stalls, and cross-control stalls	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing the effect of environmental elements on aircraft performance while landing as it relates to stalls (e.g., turbulence, icing, microbursts, and high-density altitude)	Medium
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing stalls at a low altitude	Medium
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing distractions, loss of situational awareness, or improper task management	Medium
Conduct Landing From a Precision Approach			Medium
Conduct Landing From a Precision Approach			Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can maintain the desired airspeed, ±5 knots, and vertical and lateral guidance within ¼-scale deflection of the indicators during the descent from DA/DH to a point where visual maneuvering is used to accomplish a normal landing.		Medium
Conduct Landing From a Precision Approach	Can comply with all ATC advisories, such as NOTAMs, windshear, wake turbulence, runway surface, braking conditions, and other operational considerations.		Medium
Conduct Landing From a Precision Approach	Can execute touch down at the appropriate speed and pitch attitude at the runway aiming point markings, -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		Medium
Conduct Landing From a Precision Approach	Can maintain positive airplane control throughout the landing using drag and braking devices, as appropriate, to come to a stop.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can demonstrate SRM or CRM, as appropriate.		Medium
Conduct Landing From a Precision Approach	Can apply runway incursion avoidance procedures.		Medium
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing selection of an approach procedure and runway based on pilot capability, aircraft limitations, available distance, surface conditions, and wind.	Medium
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing wake turbulence.	Medium
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for missed approach	Medium
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for land and hold short operations (LAHSO)	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	Medium
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for low altitude maneuvering including stall, spin, or CFIT.	Medium
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for distractions, loss of situational awareness, or improper task management.	Medium
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for attempting to land from an unstable approach.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for flying below the glidepath.	Medium
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for transitioning from instrument to visual references for landing.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can demonstrate familiarization with operator's policies and procedures concerning constraints applicable to AWO takeoffs and landings on contaminated or cluttered runways. Limits should be noted for use of wet or icy runways as far as directional control or stopping performance is concerned, and flight crews should be familiar with appropriate constraints related to braking reports and the obscuration of appropriate lighting or markings. Refer to AC 91-79 for detailed information on runway contaminants and condition reporting.	Medium
Conduct Landing From a Precision Approach			Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can perform proper reaction to significant airborne system failures experienced prior to and after reaching the final approach fix (FAF), MDA, DA/DH, or AH. Expected pilot response to failure after touchdown should be addressed as well.		Medium
Conduct Landing From a Precision Approach			Medium
Conduct Landing From a Precision Approach	Can recognize and execute appropriate actions in response to ground or navigation system faults, failures or abnormalities at any point during the approach and landing.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can appreciate that pilots should be familiar with the need to report navigation system anomalies or discrepancies, failures of any lighting system (e.g., approach lights, runway lights, touchdown zone (TDZ) lights, centerline lights), or any other discrepancies that could be pertinent to operations.	Medium
Conduct Missed Approach			Medium
Conduct Missed Approach			Medium
Conduct Missed Approach			Medium
Conduct Missed Approach	Can apply the appropriate power setting for the flight condition and establish a pitch attitude necessary to obtain the desired performance.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach	Can perform retraction of the wing flaps/drag devices and landing gear, if appropriate, in the correct sequence and at a safe altitude, and initiate a positive rate of climb at the appropriate airspeed/V- speed, ±5 knots.		Medium
Conduct Missed Approach	Can coordinate with crew and execute the appropriate procedures and checklist(s) in a timely manner.		Medium
Conduct Missed Approach	Can comply with the published or alternate missed approach procedure.		Medium
Conduct Missed Approach	Can coordinate with ATC if unable to comply with a clearance, restriction, or climb gradient.		Medium
Conduct Missed Approach	Can maintain the heading, course, or bearing ±5°, and altitude(s) ±100 feet during the missed approach procedure.		Medium
Conduct Missed Approach	Can use an MFD and other graphical navigation displays, if installed, to monitor position and track to help navigate the missed approach.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach	Can demonstrate effective CRM		Medium
Conduct Missed Approach	Can execute re-engagement of the autopilot at appropriate times during the missed approach procedure.		Medium
Conduct Missed Approach	Can obtain ATC clearance to attempt another approach, proceed to the alternate airport, holding fix, or other clearance limit, as appropriate, or as directed by the evaluator.		Medium
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to follow prescribed procedures.	Medium
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing holding, diverting, or electing to fly the approach again.	Medium
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing factors that might lead to executing a missed approach procedure before the MAP or to a go-around below DA/MDA.	Medium
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	Medium
Conduct Missed Approach	Can execute a missed approach from the MDA, DA/DH, or AH.		Medium
Conduct Missed Approach	Can execute a missed approach from a low altitude that could result in a touchdown during go-around (balked or rejected landing).		Medium
Conduct Normal Approach and Landing with Crosswind			Medium
Conduct Normal Approach and Landing with Crosswind			Medium
Conduct Normal Approach and Landing with Crosswind			Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind			Medium
Conduct Normal Approach and Landing with Crosswind	Can coordinate with crew and execute after landing checklists(s).		Medium
Conduct Normal Approach and Landing with Crosswind	Can perform radio calls as appropriate		Medium
Conduct Normal Approach and Landing with Crosswind	Can maintain a ground track that ensures the desired traffic pattern will be flown taking into consideration obstructions and ATC		Medium
Conduct Normal Approach and Landing with Crosswind	Can confirm the airplane is aligned with the correct/assigned runway or landing surface.		Medium
Conduct Normal Approach and Landing with Crosswind	Can scan runway or landing surface and adjoining area for traffic and obstructions.		Medium
Conduct Normal Approach and Landing with Crosswind	Can select a suitable touchdown point considering wind, landing surface, and obstructions.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can perform establishing the recommended approach and landing configuration and airspeed, ±5 knots, and adjust pitch attitude and power as required to maintain a stabilized approach.		Medium
Conduct Normal Approach and Landing with Crosswind	Can maintain directional control and appropriate crosswind correction throughout the approach and landing.		Medium
Conduct Normal Approach and Landing with Crosswind	Can perform smooth, timely, and correct control application before, during, and after touchdown.		Medium
Conduct Normal Approach and Landing with Crosswind	Can execute touch down with the runway centerline between the main landing gear at the appropriate speed and pitch attitude at the runway aiming point markings -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can execute deceleration to taxi speed (20 knots or less on dry pavement, 10 knots or less on contaminated pavement) to within the calculated landing distance plus 25% for the actual conditions with the runway centerline between the main landing gear		Medium
Conduct Normal Approach and Landing with Crosswind	Can execute a timely go-around if the approach cannot be made within the tolerances specified above or for any other condition that may result in an unsafe approach or landing.		Medium
Conduct Normal Approach and Landing with Crosswind	Can apply runway incursion avoidance procedures.		Medium
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing selection of a runway or approach path and touchdown area based aircraft limitations, available distance, surface conditions, and wind.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing wake turbulence.	Medium
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing Go-Around/Rejected Landing	Medium
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing land and Hold Short Operations (LAHSO)	Medium
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	Medium
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, incorrect airport surface approach and landing, or improper task management.	Medium
Conduct Normal Approach and Landing with Crosswind	Can execute normal landings at the lowest applicable minima for each authorized flight guidance and/or visual system.		Medium
Conduct Normal Approach and Landing with Crosswind	Can perform manual rollout in low visibility at applicable minima. (except for aircraft using an automatic fail operational (FO) rollout system)		Medium
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can coordinate with crew and complete the appropriate checklist(s) prior to takeoff in a timely manner		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform radio calls as appropriate		High
Conduct Normal Takeoff and Climb with Crosswind	Can verify assigned/correct runway		High
Conduct Normal Takeoff and Climb with Crosswind	Can verify the airplane is configured for takeoff		High
Conduct Normal Takeoff and Climb with Crosswind	Can execute clearing of the area and taxi into takeoff position and align the airplane on the runway centerline		High
Conduct Normal Takeoff and Climb with Crosswind	Can maintain centerline and proper flight control inputs during the takeoff roll		High
Conduct Normal Takeoff and Climb with Crosswind	Can confirm takeoff power and proper engine and flight instrument indications prior to rotation and perform callouts as appropriate, for the airplane or per the operator's procedures		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform rotation and lift off at the recommended airspeed		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can maintain a power setting and a pitch attitude to maintain the desired climb airspeed/V-speed, ±5 knots for each climb segment		High
Conduct Normal Takeoff and Climb with Crosswind	Can maintain desired heading ±5°		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform Retraction of the landing gear and flaps in accordance with manufacturer or operator procedures and limitations, as appropriate		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform wake turbulence avoidance		High
Conduct Normal Takeoff and Climb with Crosswind	Can follow noise abatement procedures		High
Conduct Normal Takeoff and Climb with Crosswind	Can execute appropriate after-takeoff checklist(s) in a timely manner		High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing selection of a runway, or runway intersection aircraft limitations, available distance, surface conditions, and wind	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing wake turbulence	High
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for rejected takeoff	High
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for engine failure in takeoff phase of flight	High
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for engine failure in climb phase of flight	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing improper aircraft configuration or settings (e.g., trim, flaps, autobrakes, etc.)	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management	High
Conduct OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems			Medium
Conduct OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems	Can conduct approach operations utilizing C073 criteria.		Medium
Conduct OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)			Medium
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A			Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A			Medium
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A			Medium
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A			Medium
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A			Medium
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A	Can recognize the cues and execute prompt recovery at the first indication of an impending stall (e.g., buffet, stall horn, stick shaker, etc.)		Medium
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A	Can execute a stall recovery in accordance with procedures set forth in the POH/AFM		Medium
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A	Can execute retraction of the flaps or other lift/drag devices to the recommended setting, retract the landing gear after a positive rate of climb is established, and return to the desired flight path		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks, encompassing factors and situations that could lead to an inadvertent stall and loss of control during takeoff or while on approach	Medium
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks, encompassing range and limitations of stall warning indicators (e.g., aircraft buffet, stall horn, stick shaker, etc.)	Medium
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks, encompassing failure to recognize and recover at the stall warning	Medium
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks, encompassing improper stall recovery procedure	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks, encompassing secondary stalls, accelerated stalls, elevator trim stalls, and cross-control stalls	Medium
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks, encompassing the effect of environmental elements on aircraft performance while in a partial flap configuration as it relates to stalls (e.g., turbulence, microbursts, and high-density altitude)	Medium
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management	Medium
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start	Can ensure the ground safety procedures are followed during the before-start, start, and after-start phase		High
Conduct Powerplant Start	Can coordinate with crew and complete the appropriate checklist(s) prior to and after powerplant start.		High
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing malfunctions during powerplant start	High
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing turbine powerplant safety	High
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing managing situations where specific instructions or checklist items are not published	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing personnel, vehicles, vessels, foreign object debris, and other aircraft in the vicinity during powerplant start	High
Conduct Precision Approach			Medium
Conduct Precision Approach			Medium
Conduct Precision Approach			Medium
Conduct Precision Approach			Medium
Conduct Precision Approach	Can perform the precision instrument approaches selected by the instructor/evaluator.		Medium
Conduct Precision Approach	Can initiate two-way communications with ATC appropriate for the phase of flight or approach segment, and use proper communication phraseology.		Medium
Conduct Precision Approach	Can execute selection, tuning, identification, and confirmation the operational status of navigation equipment to be used for the approach.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can comply in a timely manner with all clearances, instructions, and procedures.		Medium
Conduct Precision Approach	Can recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.		Medium
Conduct Precision Approach	Can coordinate with ATC if unable to comply with a clearance.		Medium
Conduct Precision Approach	Can maintain the appropriate airplane configuration and airspeed considering meteorological and operating conditions.		Medium
Conduct Precision Approach	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		Medium
Conduct Precision Approach	Can assess NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment and adjust the published MDA and visibility criteria for the aircraft approach category		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can initiate and maintain a predetermined rate of descent which approximates that required for the aircraft to follow the vertical guidance, at the point where vertical guidance begins		Medium
Conduct Precision Approach	Can maintain a stabilized final approach from the Final Approach Fix (FAF) to DA/DH allowing no more than ¼-scale deflection of either the vertical or lateral guidance indications and maintain the desired airspeed ±5 knots		Medium
Conduct Precision Approach	Can immediately initiate the missed approach procedures if the required visual references for the runway are not distinctly visible and identifiable upon reaching the DA/DH.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can, upon reaching the DA/DH, perform a transition to a normal landing when the aircraft is in a position from which a descent to a landing on the runway can be made at a normal rate of descent using normal maneuvering		Medium
Conduct Precision Approach	Can use an MFD and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.		Medium
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing failure to follow the correct approach procedure (e.g. descending below the glideslope, etc.).	Medium
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing selecting an incorrect navigation frequency.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	Medium
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach.	Medium
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing an unstable approach, including excessive descent rates.	Medium
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing deteriorating weather conditions on approach.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing continuing to descend below the Decision Altitude (DA)/Decision Height (DH) when the required visual references are not visible.	Medium
Conduct Precision Approach			Medium
Conduct Precision Approach	Can perform appropriate normal and non-normal procedures including crew duties, monitoring assignments, transfer of control during normal operations, appropriate automatic or crew-initiated call-outs, proper use of standard or special IAPs, applicable minima for normal configurations or for alternate or failure configurations, and reversion to higher minima in the event of failures		Medium
Conduct Precision Approach			Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can perform procedures to address the transition from electronic monitoring displays to external visual references for both PF and PM for systems that include such displays.		Medium
Conduct Precision Approach			Medium
Conduct Precision Approach		Can appreciate constraints for head winds, tail winds, crosswinds, and the effect of vertical and horizontal wind shear on automatic systems, flight directors (F/D), or other system (e.g., HUD, SVGS, etc.) performance. For systems such as HUDs that have a limited field of view (FOV), or synthetic reference systems, pilots should be familiar with the display limitations of these systems and expected pilot actions in the event that the aircraft reaches or exceeds a display limit capability.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can execute types of instrument procedures approved for the air carrier (standard and special, lowest straight-in, or circling minima, if applicable); according to the operators manuals, charts and checklists, on the aircraft type, model and series flown.		Medium
Conduct Precision Approach	Can use flight guidance and/or visual system(s) and their corresponding category(s) of minima for each authorized system;		Medium
Conduct Precision Approach	Can use NAVAID(s) and visual aids used (LVO/SMGCS lighting if applicable);		Medium
Conduct Precision Approach	Can apply Flightcrew procedures used (e.g., PF/PM duties, monitored approach, or call-outs);		Medium
Conduct Precision Approach		Can demonstrate familiarization with airport and runway characteristics typically experienced;	Medium
Conduct Precision Approach			Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can perform relevant normal, non-normal, and environmental conditions. Training and evaluation need only be conducted using relevant and representative procedures and conditions (e.g., a representative mix of day, night, dusk, variable/patchy conditions, representative temperatures, landing runway altitudes, precipitation conditions, turbulence, and icing conditions); and		Medium
Conduct Precision Approach	Can respond appropriately to aircraft and ground system failures.		Medium
Conduct Recovery From Unusual Flight Attitudes			Medium
Conduct Recovery From Unusual Flight Attitudes			Medium
Conduct Recovery From Unusual Flight Attitudes			Medium
Conduct Recovery From Unusual Flight Attitudes			Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Recovery From Unusual Flight Attitudes	Can use instrument cross-check and interpretation to identify a nose low unusual attitude		Medium
Conduct Recovery From Unusual Flight Attitudes	Can use instrument cross-check and interpretation to identify a nose high unusual attitude		Medium
Conduct Recovery From Unusual Flight Attitudes	Can apply the appropriate pitch, bank, and power corrections, in the correct sequence, to return to a stabilized level flight attitude		Medium
Conduct Recovery From Unusual Flight Attitudes		Can identify, assess, and manage risks, encompassing situations that could lead to loss of control or unusual flight attitudes (e.g., stress, task saturation, and distractions).	Medium
Conduct Recovery From Unusual Flight Attitudes		Can identify, assess, and manage risks, encompassing exceeding the operating envelope during the recovery	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Recovery From Unusual Flight Attitudes		Can identify, assess, and manage risks, encompassing failure to recognize an unusual flight attitude and follow the proper recover procedure	Medium
Conduct Recovery From Unusual Flight Attitudes		Can identify, assess, and manage risks, encompassing exceeding the operating envelope during the recovery	Medium
Conduct Steep Turns			Medium
Conduct Steep Turns			Medium
Conduct Steep Turns			Medium
Conduct Steep Turns			Medium
Conduct Steep Turns			Medium
Conduct Steep Turns			Medium
Conduct Steep Turns	Can maintain the manufacturer's recommended airspeed; or if one is not available, an airspeed not to exceed VA		Medium
Conduct Steep Turns	Can maintain at least a 45° bank solely by reference to instruments and make a coordinated steep turn of at least 180°		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Steep Turns	Can perform reversal of direction and establish at least a 45° bank solely by reference to instruments and make a coordinated steep turn of at least 180°		Medium
Conduct Steep Turns	Can perform smooth pitch, bank, and power adjustments as needed		Medium
Conduct Steep Turns	Can maintain the entry altitude ±100 feet, airspeed ±10 knots, bank ±5°, and roll out on the specified heading, ±10°		Medium
Conduct Steep Turns	Can maintain avoidance of any indications of impending stall, abnormal flight attitude, or exceedance of any structural or operating limitation		Medium
Conduct Steep Turns		Can identify, assess, and manage risks, encompassing spatial disorientation when conducting a steep turn while flying by reference to instruments	Medium
Conduct Steep Turns		Can identify, assess, and manage risks, encompassing failure to maintain coordinated flight	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Steep Turns		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management	Medium
Conduct Stick Shaker/Pusher Demonstration	Can appreciate the STICK PUSHER. For airplanes equipped with a stick pusher, stall recovery training includes ground training and practical training in an FFS. It is important for pilots to experience the sudden forward movement of the control yoke/stick during a stick pusher activation. From observations, most instructors state that, regardless of previous academic training, pilots usually resist the stick pusher on their first encounter. Usually, they immediately pull back on the control yoke/stick rather than releasing pressure as they have been taught. Therefore, pilots must receive practical stick pusher training in an FFS to develop the proper response (allowing the pusher to reduce AOA) when confronted with a stick pusher activation. Stick pusher training should be completed as a demonstration/practice exercise, including repetitions, until the pilot's reaction is to permit the reduction in AOA even at low altitudes. Pilot response to a deliberate		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
	activation of the pusher is not a checked maneuver.		
Conduct Stick Shaker/Pusher Demonstration	Can conduct a stick pusher demonstration. See Appendix 2, Demonstration 2 for details.		Medium
Conduct Taxi			Low
Conduct Taxi			Low
Conduct Taxi			Low
Conduct Taxi			Low

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi			Low
Conduct Taxi			Low
Conduct Taxi			Low
Conduct Taxi			Low
Conduct Taxi	Can record taxi instructions, respond to taxi clearances, and review taxi routes on the airport diagram.		Low
Conduct Taxi	Can use an airport diagram or taxi chart during taxi		Low
Conduct Taxi	Can comply with ATC clearances and instructions and observe all runway hold lines, ILS critical areas, beacons, and other airport/taxiway markings and lighting		Low
Conduct Taxi	Can coordinate with crew, if applicable, and complete the appropriate checklist(s) prior to and during taxi		Low
Conduct Taxi	Can maintain situational awareness during taxi		Low
Conduct Taxi	Can maintain correct and positive airplane control, proper speed, appropriate use of wheel brakes and reverse thrust		Low

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can maintain separation between other aircraft, vehicles, and persons to avoid an incursion/incident/accident		Low
Conduct Taxi	Can use aircraft exterior lighting for day and night operations		Low
Conduct Taxi		Can identify, assess, and manage risks, encompassing inappropriate activities and distractions	Low
Conduct Taxi		Can identify, assess, and manage risks, encompassing confirmation or expectation bias as related to taxi instructions	Low
Conduct Taxi		Can identify, assess, and manage risks, encompassing a taxi route or departure runway change	Low
Conduct Taxi		Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	Low

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can identify, assess, and manage risks, encompassing low visibility taxi operations	Low
Conduct Taxi	Low visibility taxi and ground operations should be trained to the extent practical and beneficial. Such training should address operations at typical airports or alternately, at airports frequently experiencing low-visibility conditions, complex airports on the operator’s route system, airports with particular low visibility ground movement difficulties, or rarely used but significant contingency airports, as determined appropriate by the operator.		Low
Conduct Taxi	perform either PF or PM duties, unless otherwise limited by the operator’s policies or aircraft characteristics (e.g., single HUD).		Low
Conduct Taxi			Low
Conduct Taxi			Low
Conduct Taxi			Low
Conduct Taxi			Low
Conduct Taxi			Low
Conduct Taxi			Low

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi			Low
Conduct Taxi			Low
Conduct Taxi	Can apply use of the airport diagram after receiving a clearance, and confirms and verbalizes the assigned runway and taxi route, including any instructions to hold short of, or cross, a runway. If there is any doubt, speaks up and resolve the uncertainty before taxi		Low
Conduct Taxi			Low
Conduct Taxi	Can use airport diagram to follow progress of the taxi operation		Low
Conduct Taxi	Can execute bringing the aircraft to a complete stop, or be in a phase of taxiing that has no risk of a runway incursion before continuing with operational duties and checklists		Low
Conduct Taxi	Can execute turning on the rotating beacon whenever an engine is running		Low
Conduct Taxi	Can execute turning on navigation, position, anti-collision, and logo lights, if available, to signal intent to other pilots prior to commencing taxi		Low

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can execute turning on the taxi light when the aircraft is moving or intending to move on the ground, and turning it off when stopped or yielding or as a consideration to other pilots or ground personnel		Low
Conduct Taxi	Can execute illuminating all lights when crossing a runway when appropriate		Low
Conduct Taxi		Can conduct a briefing on the timing and execution of aircraft checklists and company communications at the appropriate times and locations, ensuring the pilot who is not taxiing the aircraft can be available to participate in verbal coordination with the pilot who is taxiing the aircraft	Low

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can consider the anticipated duration of the taxi operation, the locations of hot spots/complex intersections and runway crossings, and the visibility along the taxi route when briefing tasks or accomplishing checklists	Low
Conduct Taxi		Can manage pilot workload and heads-down time during taxi by conducting predeparture checklists, including setting the takeoff flap setting, when the aircraft is stopped or while taxiing straight ahead on a taxiway without complex intersections and hot spots	Low
Conduct Taxi		Can maintain a sterile cockpit during taxi operations	Low

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can manage the risk of expectation bias, and follow the clearance or instructions that are actually received, and not the ones they expected to receive.	Low
Conduct Taxi		Can be alert to ATC instructions to hold short of an ILS critical area holding line.	Low
Conduct Taxi		Can monitor the aircraft's progress on the airport diagram to ensure that the pilot taxiing the aircraft is following the instructions received from the ATC while maintaining outside vigilance	Low
Conduct Taxi		Can respond to all hold short instructions, and verifies with other crew members or ATC to ensure agreement and understanding	Low
Conduct Taxi		Can comply with hold short or crossing clearance when approaching an entrance to a runway.	Low

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can explain or demonstrate proper actions if the crew becomes disoriented: never stop on a runway, and initiate communications with ATC to regain orientation.	Low
Conduct Taxi		Can demonstrate vigilance when instructed to taxi and "Line Up and Wait". Turns Traffic Alert and Collision Avoidance System (TCAS)/traffic advisory systems (TAS) on in order obtain awareness of any aircraft that may be landing on your runway.	Low
Conduct Taxi		Can determine whether or not to accept last-minute turnoff instructions from ATC, refusing such clearance unless the crew clearly understands the instructions and are certain that they can safely comply.	Low

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can resolve all misunderstandings or disagreements regarding taxi clearance to the satisfaction of all flightcrew members before taxiing the aircraft.	Low
Conduct Taxi		Can coordinate with other flightcrew member(s) if stopping and resuming the monitoring of the ATC frequency, for example when it becomes necessary for a flightcrew member to stop monitoring any ATC frequency to prepare the aircraft for takeoff or landing.	Low
Conduct Taxi		Can assess any upcoming hold short instructions or clearances that could be misinterpreted prior to stopping and after resuming monitoring of the taxi. An example may include: “I’m heads-down, right turn ahead at Alpha,” or “I’m back, any changes?”	Low

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can appreciate that time away from monitoring ATC should be avoided with complex taxi routing or crossing of runways. Any instructions or information received or transmitted during that flightcrew member's absence from the ATC frequency should be reviewed and confirmed upon his or her return.	Low
Conduct Taxi		Can coordinate verbally at complex intersections to be sure that: the intersection is correctly identified and confirmed using the airport diagram and the heading indicator	Low
Conduct Taxi		Can state "approaching (specific runway number) hold short line. Before crossing any hold short line, the flightcrew should visually scan to the left and to the right, including the full length of the runway and its approach paths, and coordinate verbally (e.g., "clear right/left" or that the scan area is not clear).	Low

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can coordinate verbally and agree on the runway assigned by ATC, the upcoming assigned exit, and any restrictions, such as hold short points of an intersecting runway and the aircraft's parking area after landing	Low
Conduct Taxi		Can consider any adverse effects to safety that illuminating the forward-facing lights will have on the vision of other pilots or ground personnel during runway crossings, and adjust operation accordingly	Low
Conduct Taxi			Low

4.2 Course 1 – SIM 2 Learning Objectives

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can manage the risk of errors when assigned an RNAV DP and subsequently receives a change of runway, procedure or transition by verifying the appropriate changes are entered and available for navigation prior to takeoff.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks	Can determine the airplane's takeoff performance for actual conditions and planned departure runway		High
Conduct Before Takeoff Checks	Can coordinate with crew and execute the appropriate checklist(s) prior to takeoff in a timely manner		High
Conduct Before Takeoff Checks	Can confirm all systems checked are within an acceptable operating range and are safe for the proposed flight		High
Conduct Before Takeoff Checks	Can explain any system operating characteristic or limitation and		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
	any corrective action for a malfunction during the checks		
Conduct Before Takeoff Checks	Can determine airspeeds/V-speeds and set flight instruments appropriately		High
Conduct Before Takeoff Checks	Can use flight director and autopilot controls for the current flight conditions and takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can perform configuration of navigation equipment for takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can configure communication equipment for takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can obtain and correctly interpret the takeoff and departure clearance		High
Conduct Before Takeoff Checks	Can conduct a briefing that includes procedures for emergency and abnormal situations (e.g., powerplant failure, windshear), which may be encountered during takeoff, and state the planned action if they were to occur		High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing division of attention while	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
		conducting before takeoff checks	
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing an unexpected change in the runway to be used for departure	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to verify performance data is correct and airspeeds and flight instruments are set for actual conditions and the departure runway	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to set navigation and communication equipment for departure	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to configure autopilot and flight director controls for departure	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to account for adverse weather conditions prior to takeoff (e.g., snow, ice, gusting crosswinds, low-visibility)	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing A powerplant failure during takeoff or other malfunction considering operational factors such as airplane characteristics, runway/takeoff path length, surface conditions, environmental conditions, and obstructions	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	High
Conduct Departure Procedures			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures			High
Conduct Departure Procedures			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures	Can select the appropriate instrument departure procedure.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can select, identify and use the appropriate communication facilities associated with the procedure		High
Conduct Departure Procedures	Can select, identify and use the appropriate navigation facilities associated with the procedure		High
Conduct Departure Procedures	Can perform programming the FMS prior to departure and execute avionics setup of flight director and autopilot controls for the departure		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can use current and appropriate navigation publications or databases for the proposed flight		High
Conduct Departure Procedures	Can initiate two-way communications with the proper controlling agency		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can use proper phraseology and comply in a timely manner with all ATC instructions and airspace restrictions		High
Conduct Departure Procedures	Can perform interception of courses, radials, and bearings appropriate to the procedure, route or clearance		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can comply with all applicable charted procedures		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can maintain the appropriate airspeed ±10 knots, headings ±10°, and altitude ±100 feet, and accurately track a course, radial, or bearing		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can execute the departure phase to a point where the transition to the en route environment is complete		High
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing failure to communicate with ATC or follow published procedures and required climb gradients	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing limitations of air traffic avoidance equipment and use of see and avoid techniques	High
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing improper automation management	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - EGPWS escape maneuver	Can coordinate with crew and execute the appropriate checklist(s) in a timely manner		Medium
Conduct Emergency Procedure - EGPWS escape maneuver	Can perform communication with ATC as appropriate for the situation.		Medium
Conduct Emergency Procedure - EGPWS escape maneuver		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	Medium
Conduct Emergency Procedure - EGPWS escape maneuver		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	Medium
Conduct Emergency Procedure - EGPWS escape maneuver		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - EGPWS escape maneuver		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	Medium
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart			Low
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart			Low
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can recognize and correctly identify powerplant failure, execute memory items, and maintain positive airplane control.		Low
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can coordinate with crew and execute the appropriate emergency procedures and checklist(s) for propeller feathering or powerplant shutdown.		Low
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can use flight controls in the proper combination as recommended by the manufacturer to maintain best performance and trim as required		Low

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can determine the cause for the powerplant failure and assess if a restart is a viable option.		Low
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can maintain the operating powerplant(s) within acceptable operating limits.		Low
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can maintain airspeed ±10 knots, specified heading ±10° and altitude ±100 feet as specified		Low
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can assess powerplant restart and, if appropriate, demonstrate the powerplant restart procedures in accordance with the manufacturer or operator specified procedures and checklists.		Low
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can select the nearest suitable airport or landing area.		Low
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can perform communication with ATC as appropriate for the situation.		Low

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure during flight.	Low
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing failure to follow checklist procedures for a powerplant failure or a powerplant restart.	Low
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing incorrect diagnosis of the cause of the powerplant failure.	Low
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	Low
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing improper airplane configuration.	Low
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing factors and situations that could lead to an inadvertent stall, spin, and loss of control	Low

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
		with an inflight powerplant failure.	
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	Low
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can execute continued takeoff following failures including engine failure after V1, and any critical failures for the aircraft type that could lead to lateral asymmetry during the takeoff;		Medium
Conduct Emergency Procedure - Powerplant Failure During Second Segment			Medium
Conduct Emergency Procedure - Powerplant Failure During Second Segment			Medium
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can execute continued takeoff if the powerplant failure occurs at a point where the airplane can continue to a specified airspeed and altitude at the end of the runway commensurate with the airplane's performance capabilities and operating limitations		Medium
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can maintain the desired airspeed, ±5 knots after establishing a climb, and use flight controls in the proper combination as recommended by the manufacturer, to maintain best performance and trim		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can use flight controls in the proper combination as recommended by the manufacturer to maintain best performance and trim as required		Medium
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can maintain the appropriate heading, ±5°, when powerplant failure occurs		Medium
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can coordinate with crew and execute the appropriate checklist(s) following the powerplant failure.		Medium
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can perform communication with ATC and the evaluator, as appropriate for the situation.		Medium
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure during takeoff considering operational factors such as takeoff warning inhibit systems, runway/takeoff path length, surface conditions, environment, obstructions, and LAHSO operations.	Medium
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing failure to brief the plan for a powerplant failure during	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
		takeoff, in a crew environment.	
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	Medium
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing failure to correctly identify the inoperative engine (AMEL, AMES).	Medium
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing inability to climb or maintain altitude with an inoperative powerplant (AMEL, AMES).	Medium
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	Medium
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	Medium
Conduct Emergency Procedure - Powerplant		Can identify, assess, and manage risks, encompassing distractions, loss of	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Failure During Second Segment		situational awareness, or improper task management.	
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can perform the use of navigation systems including procedure selection and ILS look-alike principle:		Medium
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can perform flying of a procedure		Medium
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical	Can perform setup and interpretation of electronic displays and symbols.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
guidance lines of minima using the wide area augmentation system			
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can execute use of LNAV mode(s).		Medium
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can execute use of VNAV mode(s).		Medium
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer	Can apply ATC procedures/phraseology		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
performance without vertical guidance lines of minima using the wide area augmentation system			
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can apply functionality of vector to final mode		Medium
Conduct Holding			Medium
Conduct Holding			Medium
Conduct Holding			Medium
Conduct Holding			Medium
Conduct Holding	Can identify instrument navigation aids associated with the assigned hold.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding	Can apply the appropriate entry procedure for a standard, nonstandard, published, or non-published holding pattern.		Medium
Conduct Holding	Can change to the appropriate holding airspeed for the airplane and holding altitude to cross the holding fix at or below maximum holding airspeed		Medium
Conduct Holding	Can comply with the holding pattern leg length and other restrictions, if applicable, associated with the holding pattern.		Medium
Conduct Holding	Can comply with ATC reporting requirements.		Medium
Conduct Holding	Can use proper wind correction procedures to maintain the desired pattern and to arrive over the fix as close as possible to a specified time.		Medium
Conduct Holding	Can maintain the airspeed ±10 knots, altitude ±100 feet, headings ±10°, and accurately track a selected course, radial, or bearing.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding	Can use automation to include autopilot, flight director controls, and navigation displays associated with the assigned hold.		Medium
Conduct Holding	Can calculate fuel reserve calculations based on EFC times.		Medium
Conduct Holding		Can identify, assess, and manage risks, encompassing recalculating fuel reserves if assigned an unanticipated EFC time.	Medium
Conduct Holding		Can identify, assess, and manage risks, encompassing scenarios and circumstances that could result in minimum fuel or the need to declare an emergency.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding		Can describe scenarios that could lead to holding, including deteriorating weather at the planned destination.	Medium
Conduct Holding		Can identify, assess, and manage risks, encompassing improper holding entry and improper wind correction while holding.	Medium
Conduct Holding		Can identify, assess, and manage risks, encompassing holding while in icing conditions.	Medium
Conduct Holding		Can identify, assess, and manage risks, encompassing improper automation management.	Medium
Conduct Missed Approach			Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach			Medium
Conduct Missed Approach			Medium
Conduct Missed Approach	Can apply the appropriate power setting for the flight condition and establish a pitch attitude necessary to obtain the desired performance.		Medium
Conduct Missed Approach	Can perform retraction of the wing flaps/drag devices and landing gear, if appropriate, in the correct sequence and at a safe altitude, and initiate a positive rate of climb at the appropriate airspeed/V- speed, ±5 knots.		Medium
Conduct Missed Approach	Can coordinate with crew and execute the appropriate procedures and checklist(s) in a timely manner.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach	Can comply with the published or alternate missed approach procedure.		Medium
Conduct Missed Approach	Can coordinate with ATC if unable to comply with a clearance, restriction, or climb gradient.		Medium
Conduct Missed Approach	Can maintain the heading, course, or bearing ±5°, and altitude(s) ±100 feet during the missed approach procedure.		Medium
Conduct Missed Approach	Can use an MFD and other graphical navigation displays, if installed, to monitor position and track to help navigate the missed approach.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach	Can demonstrate effective CRM		Medium
Conduct Missed Approach	Can execute re-engagement of the autopilot at appropriate times during the missed approach procedure.		Medium
Conduct Missed Approach	Can obtain ATC clearance to attempt another approach, proceed to the alternate airport, holding fix, or other clearance limit, as appropriate, or as directed by the evaluator.		Medium
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to follow prescribed procedures.	Medium
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing holding, diverting, or electing to fly the approach again.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach.	Medium
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing factors that might lead to executing a missed approach procedure before the MAP or to a go-around below DA/MDA.	Medium
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	Medium
Conduct Missed Approach	Can execute a missed approach from the MDA, DA/DH, or AH.		Medium
Conduct Missed Approach	Can execute a missed approach from a low altitude that could result in a touchdown during go-around (balked or rejected landing).		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			Medium
Conduct Nonprecision Approach			Medium
Conduct Nonprecision Approach			Medium
Conduct Nonprecision Approach			Medium
Conduct Nonprecision Approach			Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			Medium
Conduct Nonprecision Approach			Medium
Conduct Nonprecision Approach			Medium
Conduct Nonprecision Approach			Medium
Conduct Nonprecision Approach			Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			Medium
Conduct Nonprecision Approach			Medium
Conduct Nonprecision Approach			Medium
Conduct Nonprecision Approach		Can appreciate that there are environments in which using CDFA technique is not advisable or practical, for example airports that do not offer straight in non precision approaches.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			Medium
Conduct Nonprecision Approach			Medium
Conduct Nonprecision Approach			Medium
Conduct Nonprecision Approach			Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can perform the nonprecision instrument approaches selected by the instructor/evaluator		Medium
Conduct Nonprecision Approach	Can initiate two-way communications with ATC appropriate for the phase of flight or approach segment, and use proper communication phraseology.		Medium
Conduct Nonprecision Approach	Can execute selection, tuning, identification, and confirmation the operational status of navigation equipment to be used for the approach.		Medium
Conduct Nonprecision Approach	Can Comply with all clearances issued by ATC .		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.		Medium
Conduct Nonprecision Approach	Can coordinate with ATC if unable to comply with a clearance.		Medium
Conduct Nonprecision Approach	Can maintain the appropriate airplane configuration and airspeed considering meteorological and operating conditions.		Medium
Conduct Nonprecision Approach	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can assess NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment and adjust the published MDA and visibility criteria for the aircraft approach category		Medium
Conduct Nonprecision Approach	Can maintain a stabilized descent to the appropriate altitude.		Medium
Conduct Nonprecision Approach	Can maintain no more than ¼ scale CDI deflection, airspeed ±5 knots of selected value, and altitude above MDA +50/-0 feet (to the VDP or MAP) during the final approach segment		Medium
Conduct Nonprecision Approach	Can execute the missed approach procedure if the required visual references are not distinctly visible and identifiable at the appropriate point or altitude for the approach profile, or execute a normal landing from a straight-in or circling approach.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can use a Multi-Function Display (MFD) and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.		Medium
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to follow the correct approach procedure (e.g., descending too early, etc.).	Medium
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Selecting an incorrect navigation frequency.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to manage automated navigation and auto flight systems.	Medium
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to ensure proper airplane configuration during an approach and missed approach.	Medium
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing An unstable approach, including excessive descent rates.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Deteriorating weather conditions on approach.	Medium
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Operating below the minimum descent altitude (MDA) or continuing a descent below decision altitude (DA) without proper visual references.	Medium
Conduct Normal Approach and Landing with Crosswind			Medium
Conduct Normal Approach and Landing with Crosswind			Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind			Medium
Conduct Normal Approach and Landing with Crosswind			Medium
Conduct Normal Approach and Landing with Crosswind	Can coordinate with crew and execute after landing checklists(s).		Medium
Conduct Normal Approach and Landing with Crosswind	Can perform radio calls as appropriate		Medium
Conduct Normal Approach and Landing with Crosswind	Can maintain a ground track that ensures the desired traffic pattern will be flown taking into consideration obstructions and ATC		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can confirm the airplane is aligned with the correct/assigned runway or landing surface.		Medium
Conduct Normal Approach and Landing with Crosswind	Can scan runway or landing surface and adjoining area for traffic and obstructions.		Medium
Conduct Normal Approach and Landing with Crosswind	Can select a suitable touchdown point considering wind, landing surface, and obstructions.		Medium
Conduct Normal Approach and Landing with Crosswind	Can perform establishing the recommended approach and landing configuration and airspeed, ±5 knots, and adjust pitch attitude and power as required to maintain a stabilized approach.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can maintain directional control and appropriate crosswind correction throughout the approach and landing.		Medium
Conduct Normal Approach and Landing with Crosswind	Can perform smooth, timely, and correct control application before, during, and after touchdown.		Medium
Conduct Normal Approach and Landing with Crosswind	Can execute touch down with the runway centerline between the main landing gear at the appropriate speed and pitch attitude at the runway aiming point markings -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can execute deceleration to taxi speed (20 knots or less on dry pavement, 10 knots or less on contaminated pavement) to within the calculated landing distance plus 25% for the actual conditions with the runway centerline between the main landing gear		Medium
Conduct Normal Approach and Landing with Crosswind	Can execute a timely go-around if the approach cannot be made within the tolerances specified above or for any other condition that may result in an unsafe approach or landing.		Medium
Conduct Normal Approach and Landing with Crosswind	Can apply runway incursion avoidance procedures.		Medium
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing selection of a runway or approach path and touchdown area based aircraft limitations, available distance, surface conditions, and wind.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing wake turbulence.	Medium
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing Go-Around/Rejected Landing	Medium
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing land and Hold Short Operations (LAHSO)	Medium
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	Medium
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, incorrect airport surface approach and landing, or improper task management.	Medium
Conduct Normal Approach and Landing with Crosswind	Can execute normal landings at the lowest applicable minima for each authorized flight guidance and/or visual system.		Medium
Conduct Normal Approach and Landing with Crosswind	Can perform manual rollout in low visibility at applicable minima. (except for aircraft using an automatic fail operational (FO) rollout system)		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can perform landings at the limiting environmental conditions authorized for that operator with respect to wind, crosswind components, and runway surface friction characteristics		Medium
Conduct Normal Takeoff and Climb with Crosswind			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can coordinate with crew and complete the appropriate checklist(s) prior to takeoff in a timely manner		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform radio calls as appropriate		High
Conduct Normal Takeoff and Climb with Crosswind	Can verify assigned/correct runway		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can verify the airplane is configured for takeoff		High
Conduct Normal Takeoff and Climb with Crosswind	Can execute clearing of the area and taxi into takeoff position and align the airplane on the runway centerline		High
Conduct Normal Takeoff and Climb with Crosswind	Can maintain centerline and proper flight control inputs during the takeoff roll		High
Conduct Normal Takeoff and Climb with Crosswind	Can confirm takeoff power and proper engine and flight instrument indications prior to rotation and perform callouts as appropriate, for the airplane or per the operator's procedures		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can perform rotation and lift off at the recommended airspeed		High
Conduct Normal Takeoff and Climb with Crosswind	Can maintain a power setting and a pitch attitude to maintain the desired climb airspeed/V-speed, ±5 knots for each climb segment		High
Conduct Normal Takeoff and Climb with Crosswind	Can maintain desired heading ±5°		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform Retraction of the landing gear and flaps in accordance with manufacturer or operator procedures and limitations, as appropriate		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can perform wake turbulence avoidance		High
Conduct Normal Takeoff and Climb with Crosswind	Can follow noise abatement procedures		High
Conduct Normal Takeoff and Climb with Crosswind	Can execute appropriate after-takeoff checklist(s) in a timely manner		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing selection of a runway, or runway intersection aircraft limitations, available distance, surface conditions, and wind	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing wake turbulence	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for rejected takeoff	High
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for engine failure in takeoff phase of flight	High
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for engine failure in climb phase of flight	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing improper aircraft configuration or settings (e.g., trim, flaps, autobrakes, etc.)	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management	High
Conduct Normal Takeoff and Climb with Crosswind	Can perform takeoff in limiting crosswinds, winds, gusts, and runway surface friction to levels authorized. Training should be done at weights or on runways that represent a critical field length		High
Conduct OEI Climb to En Route Altitude			Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct OEI Climb to En Route Altitude	Can conduct an OEI climb enroute at either V_{se} or greater, depending on conditions.		Medium
Conduct OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems			High
Conduct OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems	Can conduct approach operations utilizing C073 criteria.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)			High
Conduct Powerplant Start			High
Conduct Powerplant Start			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start	Can ensure the ground safety procedures are followed during the before-start, start, and after-start phase		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start	Can coordinate with crew and complete the appropriate checklist(s) prior to and after powerplant start.		High
Conduct Powerplant Start	Can identify an abnormal start or malfunction and execute the correct procedure		High
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing malfunctions during powerplant start	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing turbine powerplant safety	High
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing managing situations where specific instructions or checklist items are not published	High
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing personnel, vehicles, vessels, foreign object debris, and other aircraft in the vicinity during powerplant start	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi			Medium
Conduct Taxi			Medium
Conduct Taxi			Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi			Medium
Conduct Taxi			Medium
Conduct Taxi			Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi			Medium
Conduct Taxi			Medium
Conduct Taxi	Can record taxi instructions, respond to taxi clearances, and review taxi routes on the airport diagram.		Medium
Conduct Taxi	Can use an airport diagram or taxi chart during taxi		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can comply with ATC clearances and instructions and observe all runway hold lines, ILS critical areas, beacons, and other airport/taxiway markings and lighting		Medium
Conduct Taxi	Can coordinate with crew, if applicable, and complete the appropriate checklist(s) prior to and during taxi		Medium
Conduct Taxi	Can maintain situational awareness during taxi		Medium
Conduct Taxi	Can maintain correct and positive airplane control, proper speed, appropriate use of wheel brakes and reverse thrust		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can maintain separation between other aircraft, vehicles, and persons to avoid an incursion/incident/accident		Medium
Conduct Taxi	Can use aircraft exterior lighting for day and night operations		Medium
Conduct Taxi		Can identify, assess, and manage risks, encompassing inappropriate activities and distractions	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can identify, assess, and manage risks, encompassing confirmation or expectation bias as related to taxi instructions	Medium
Conduct Taxi		Can identify, assess, and manage risks, encompassing a taxi route or departure runway change	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	Medium
Conduct Taxi		Can identify, assess, and manage risks, encompassing low visibility taxi operations	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Low visibility taxi and ground operations should be trained to the extent practical and beneficial. Such training should address operations at typical airports or alternately, at airports frequently experiencing low-visibility conditions, complex airports on the operator's route system, airports with particular low visibility ground movement difficulties, or rarely used but significant contingency airports, as determined appropriate by the operator.		Medium
Conduct Taxi	perform either PF or PM duties, unless otherwise limited by the operator's policies or aircraft characteristics (e.g., single HUD).		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi			Medium
Conduct Taxi			Medium
Conduct Taxi			Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi			Medium
Conduct Taxi			Medium
Conduct Taxi			Medium
Conduct Taxi			Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi			Medium
Conduct Taxi	Can apply use of the airport diagram after receiving a clearance, and confirms and verbalizes the assigned runway and taxi route, including any instructions to hold short of, or cross, a runway. If there is any doubt, speaks up and resolve the uncertainty before taxi		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi			Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can use airport diagram to follow progress of the taxi operation		Medium
Conduct Taxi	Can execute bringing the aircraft to a complete stop, or be in a phase of taxiing that has no risk of a runway incursion before continuing with operational duties and checklists		Medium
Conduct Taxi	Can execute turning on the rotating beacon whenever an engine is running		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can execute turning on navigation, position, anti-collision, and logo lights, if available, to signal intent to other pilots prior to commencing taxi		Medium
Conduct Taxi	Can execute turning on the taxi light when the aircraft is moving or intending to move on the ground, and turning it off when stopped or yielding or as a consideration to other pilots or ground personnel		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can execute illuminating all lights when crossing a runway when appropriate		Medium
Conduct Taxi		Can conduct a briefing on the timing and execution of aircraft checklists and company communications at the appropriate times and locations, ensuring the pilot who is not taxiing the aircraft can be available to participate in verbal coordination with the pilot who is taxiing the aircraft	Medium
Conduct Taxi		Can consider the anticipated duration of the taxi operation, the locations of hot spots/complex intersections and runway crossings, and the visibility along the taxi route when briefing tasks or accomplishing checklists	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can manage pilot workload and heads-down time during taxi by conducting predeparture checklists, including setting the takeoff flap setting, when the aircraft is stopped or while taxiing straight ahead on a taxiway without complex intersections and hot spots	Medium
Conduct Taxi		Can maintain a sterile cockpit during taxi operations	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can manage the risk of expectation bias, and follow the clearance or instructions that are actually received, and not the ones they expected to receive.	Medium
Conduct Taxi		Can be alert to ATC instructions to hold short of an ILS critical area holding line.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can monitor the aircraft's progress on the airport diagram to ensure that the pilot taxiing the aircraft is following the instructions received from the ATC while maintaining outside vigilance	Medium
Conduct Taxi		Can respond to all hold short instructions, and verifies with other crew members or ATC to ensure agreement and understanding	Medium
Conduct Taxi		Can comply with hold short or crossing clearance when approaching an entrance to a runway.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can explain or demonstrate proper actions if the crew becomes disoriented: never stop on a runway, and initiate communications with ATC to regain orientation.	Medium
Conduct Taxi		Can demonstrate vigilance when instructed to taxi and “Line Up and Wait”. Turns Traffic Alert and Collision Avoidance System (TCAS)/traffic advisory systems (TAS) on in order obtain awareness of any aircraft that may be landing on your runway.	Medium
Conduct Taxi		Can determine whether or not to accept last-minute turnoff instructions from ATC, refusing such clearance unless the crew clearly understands the instructions and are certain that they can safely comply.	Medium
Conduct Taxi		Can resolve all misunderstandings or disagreements regarding taxi clearance to the satisfaction of all flightcrew members before taxiing the aircraft.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can coordinate with other flightcrew member(s) if stopping and resuming the monitoring of the ATC frequency, for example when it becomes necessary for a flightcrew member to stop monitoring any ATC frequency to prepare the aircraft for takeoff or landing.	Medium
Conduct Taxi		Can assess any upcoming hold short instructions or clearances that could be misinterpreted prior to stopping and after resuming monitoring of the taxi. An example may include: “I’m heads-down, right turn ahead at Alpha,” or “I’m back, any changes?”	Medium
Conduct Taxi		Can appreciate that time away from monitoring ATC should be avoided with complex taxi routing or crossing of runways. Any instructions or information received or transmitted during that flightcrew member’s absence from the ATC frequency should be reviewed and confirmed upon his or her return.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can coordinate verbally at complex intersections to be sure that: the intersection is correctly identified and confirmed using the airport diagram and the heading indicator	Medium
Conduct Taxi		Can state “approaching (specific runway number) hold short line. Before crossing any hold short line, the flightcrew should visually scan to the left and to the right, including the full length of the runway and its approach paths, and coordinate verbally (e.g., “clear right/left” or that the scan area is not clear).	Medium
Conduct Taxi		Can coordinate verbally and agree on the runway assigned by ATC, the upcoming assigned exit, and any restrictions, such as hold short points of an intersecting runway and the aircraft’s parking area after landing	Medium
Conduct Taxi		Can consider any adverse effects to safety that illuminating the forward-facing lights will have on the vision of other pilots or ground personnel during runway crossings,	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
		and adjust operation accordingly	
Conduct Taxi			Medium
Conduct TCAS Resolution Advisory (RA)	Can respond to the RA with positive control inputs, when required, while the PM provides updates on the traffic location and cross-checks between the traffic display and monitors the response to the RA		Medium
Conduct TCAS Resolution Advisory (RA)	Can interpret the displayed information, and recognize the intruder causing the issuance of the RA (red square on display).		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Resolution Advisory (RA)	Can respond to the corrective RA in the proper direction within 5 seconds of the RA being displayed		Medium
Conduct TCAS Resolution Advisory (RA)	Can respond to a change in the initially displayed RA withing 2.5 seconds		Medium
Conduct TCAS Resolution Advisory (RA)	Can recognize and respond to altitude crossing RAs		Medium
Conduct TCAS Resolution Advisory (RA)	Can respond to preventive RAs by ensuring the VS needle remains outside the red area on the RA display.		Medium
Conduct TCAS Resolution Advisory (RA)	Can maintain vertical speed during "maintain rate" Ras		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Resolution Advisory (RA)	Can recognize that a maintain rate RA may result in crossing through the intruder's altitude.		Medium
Conduct TCAS Resolution Advisory (RA)		Can appreciate that if a decision is made to not follow an RA, no changes in the existing VS are made in a direction opposite to the sense of the displayed RA. Pilots should be aware that if the intruder is also TCAS equipped, the decision to not follow an RA may result in a decrease in separation at CPA because of the intruder's RA response	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Resolution Advisory (RA)	Can execute a return towards the original clearance when the RA weakens, and when clear of conflict is annunciated, pilot executes a complete the return to the original clearance		Medium
Conduct TCAS Resolution Advisory (RA)		Can inform the controller of the RA as soon as time and workload permit, using the standard phraseology	Medium
Conduct TCAS Resolution Advisory (RA)	Can comply with an ATC clearance while responding to an RA when possible. (For example, if the aircraft can level at the assigned altitude while responding to a reduce climb or reduce descent RA, it should be done)		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Resolution Advisory (RA)		Can appreciate that If pilots simultaneously receive instructions to maneuver from ATC and an RA that are in conflict, the pilot should follow the RA.	Medium
Conduct TCAS Resolution Advisory (RA)		Can appreciate that TCAS only considers intruders that it believes to be a threat when selecting an RA. As such, it is possible for TCAS to issue an RA against one intruder that results in a maneuver towards another intruder that is not classified as a threat. If the second intruder becomes a threat, the RA will be modified to	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
		provide separation from that intruder.	
Conduct TCAS Resolution Advisory (RA)		Can appreciate the consequences of both responding to, and not responding to, an RA	Medium
Conduct TCAS Traffic Advisory (TA)		Can confirm that the aircraft they have visually acquired is that which has caused the TA to be issued	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Traffic Advisory (TA)	Can use all information shown on the display, and interpret bearing and range of the intruder (amber circle), whether it is above or below (data tag), and its VS direction (trend arrow).		Medium
Conduct TCAS Traffic Advisory (TA)	Can use other available information is used to assist in visual acquisition. This includes ATC party-line information, traffic flow in use, etc.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Traffic Advisory (TA)		Can appreciate that the PF should not maneuver the aircraft based solely on the information shown on the TCAS display. No attempt should be made to adjust the current flightpath in anticipation of what an RA would advise.	Medium
Conduct TCAS Traffic Advisory (TA)		Can appreciate the limitations of making maneuvers based solely on visual acquisition, especially at high altitude or without a definite horizon	Medium
Conduct TCAS Traffic Advisory (TA)		Can take account of traffic advisory while preparing for a potential resolution advisory (pilot flying)	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Traffic Advisory (TA)		Can monitor traffic location shown on the TCAS display, using this information to help visually acquire the intruder.	Medium
Conduct Visual Approach (VFR Procedures)			Low
Conduct Visual Approach (VFR Procedures)	Can conduct a visual approach.		Low

4.3 Course 1 – SIM 3 Learning Objectives

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach		Can appreciate that there are environments in which using CDFA technique is not advisable or practical, for example airports that do not offer straight in non precision approaches.	High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can apply use of the airport diagram after receiving a clearance, and confirms and verbalizes the assigned runway and taxi route, including any instructions to hold short of, or cross, a runway. If there is any doubt, speaks up and resolve the uncertainty before taxi		High
Conduct Taxi			High
Conduct Taxi	Can use airport diagram to follow progress of the taxi operation		High
Conduct Taxi	Can execute bringing the aircraft to a complete stop, or be in a phase of taxiing that has no risk of a runway incursion before continuing with operational duties and checklists		High
Conduct Taxi	Can execute turning on the rotating beacon whenever an engine is running		High
Conduct Taxi	Can execute turning on navigation, position, anti-collision, and logo lights, if available, to signal intent to other pilots prior to commencing taxi		High
Conduct Taxi	Can execute turning on the taxi light when the aircraft is moving or intending to move on the ground, and turning it off when stopped or yielding or as a consideration to other pilots or ground personnel		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can execute illuminating all lights when crossing a runway when appropriate		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can conduct a briefing on the timing and execution of aircraft checklists and company communications at the appropriate times and locations, ensuring the pilot who is not taxiing the aircraft can be available to participate in verbal coordination with the pilot who is taxiing the aircraft	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can consider the anticipated duration of the taxi operation, the locations of hot spots/complex intersections and runway crossings, and the visibility along the taxi route when briefing tasks or accomplishing checklists	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can manage pilot workload and heads-down time during taxi by conducting predeparture checklists, including setting the takeoff flap setting, when the aircraft is stopped or while taxiing straight ahead on a taxiway without complex intersections and hot spots	High
Conduct Taxi		Can maintain a sterile cockpit during taxi operations	High
Conduct Taxi		Can manage the risk of expectation bias, and follow the clearance or instructions that are actually received, and not the ones they expected to receive.	High
Conduct Taxi		Can be alert to ATC instructions to hold short of an ILS critical area holding line.	High
Conduct Taxi		Can monitor the aircraft's progress on the airport diagram to ensure that the pilot taxiing the aircraft is following the instructions received from the ATC while maintaining outside vigilance	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can respond to all hold short instructions, and verifies with other crew members or ATC to ensure agreement and understanding	High
Conduct Taxi		Can comply with hold short or crossing clearance when approaching an entrance to a runway.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can explain or demonstrate proper actions if the crew becomes disoriented: never stop on a runway, and initiate communications with ATC to regain orientation.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can demonstrate vigilance when instructed to taxi and "Line Up and Wait". Turns Traffic Alert and Collision Avoidance System (TCAS)/traffic advisory systems (TAS) on in order obtain awareness of any aircraft that may be landing on your runway.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can determine whether or not to accept last-minute turnoff instructions from ATC, refusing such clearance unless the crew clearly understands the instructions and are certain that they can safely comply.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can resolve all misunderstandings or disagreements regarding taxi clearance to the satisfaction of all flightcrew members before taxiing the aircraft.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can coordinate with other flightcrew member(s) if stopping and resuming the monitoring of the ATC frequency, for example when it becomes necessary for a flightcrew member to stop monitoring any ATC frequency to prepare the aircraft for takeoff or landing.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can assess any upcoming hold short instructions or clearances that could be misinterpreted prior to stopping and after resuming monitoring of the taxi. An example may include: "I'm heads-down, right turn ahead at Alpha," or "I'm back, any changes?"	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can appreciate that time away from monitoring ATC should be avoided with complex taxi routing or crossing of runways. Any instructions or information received or transmitted during that flightcrew member's absence from the ATC frequency should be reviewed and confirmed upon his or her return.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can coordinate verbally at complex intersections to be sure that: the intersection is correctly identified and confirmed using the airport diagram and the heading indicator	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can state "approaching (specific runway number) hold short line. Before crossing any hold short line, the flightcrew should visually scan to the left and to the right, including the full length of the runway and its approach paths, and coordinate verbally (e.g., "clear right/left" or that the scan area is not clear).	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can coordinate verbally and agree on the runway assigned by ATC, the upcoming assigned exit, and any restrictions, such as hold short points of an intersecting runway and the aircraft's parking area after landing	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can consider any adverse effects to safety that illuminating the forward-facing lights will have on the vision of other pilots or ground personnel during runway crossings, and adjust operation accordingly	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can manage the risk of errors when assigned an RNAV DP and subsequently receives a change of runway, procedure or transition by verifying the appropriate changes are entered and available for navigation prior to takeoff.	High
Conduct Arrival Procedures		Can manage the risk of errors when assigned an STAR and subsequently receives a change of landing runway, procedure or transition by verifying the appropriate changes are entered and available for navigation	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Rejected Takeoff			Medium
Conduct Rejected Takeoff			Medium
Conduct Rejected Takeoff			Medium
Conduct Rejected Takeoff			Medium
Conduct Rejected Takeoff			Medium
Conduct Normal Takeoff and Climb with Crosswind			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Instrument Takeoff			Medium
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Emergency Procedure - Inflight fire and smoke			Medium
Conduct Emergency Procedure - Inflight fire and smoke			Medium
Conduct Emergency Procedure - Emergency evacuation			Medium
Conduct Emergency Procedure - Airframe icing			High
Conduct Emergency Procedure - Airframe icing			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Airframe icing	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High
Conduct Emergency Procedure - Airframe icing		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High
Conduct Emergency Procedure - Airframe icing		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	High
Conduct Emergency Procedure - Airframe icing		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	MOTOR SKILL LEARNING OBJECTIVES	ATTITUDE LEARNING OBJECTIVES	TASK EXPECTATION RATING
Conduct Emergency Procedure - Airframe icing		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Flight by reference to standby flight instruments, backup instrumentation, or partial panel			High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart			Medium
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart			Medium
Conduct Arrival Procedures			High
Conduct Arrival Procedures			High
Conduct Arrival Procedures			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Precision Approach			High
Conduct Precision Approach			High
Conduct Precision Approach			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach			High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)			Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)			Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)			Medium
Conduct Holding			High
Conduct Holding			High
Conduct Holding			High
Conduct Holding			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure			Medium
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure			Medium
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure			Medium
Conduct Normal Approach and Landing with Crosswind			High
Conduct Normal Approach and Landing with Crosswind			High
Conduct Normal Approach and Landing with Crosswind			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind			High
Conduct Landing From a Precision Approach			High
Conduct Landing From a Precision Approach			High
Conduct Taxi	Can record taxi instructions, respond to taxi clearances, and review taxi routes on the airport diagram.		High
Conduct Taxi	Can use an airport diagram or taxi chart during taxi		High
Conduct Taxi	Can comply with ATC clearances and instructions and observe all runway hold lines, ILS critical areas, beacons, and other airport/taxiway markings and lighting		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can coordinate with crew, if applicable, and complete the appropriate checklist(s) prior to and during taxi		High
Conduct Taxi	Can maintain situational awareness during taxi		High
Conduct Taxi	Can maintain correct and positive airplane control, proper speed, appropriate use of wheel brakes and reverse thrust		High
Conduct Taxi	Can maintain separation between other aircraft, vehicles, and persons to avoid an incursion/incident/accident		High
Conduct Taxi	Can use aircraft exterior lighting for day and night operations		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can determine the airplane's takeoff performance for actual conditions and planned departure runway		High
Conduct Before Takeoff Checks	Can coordinate with crew and execute the appropriate checklist(s) prior to takeoff in a timely manner		High
Conduct Before Takeoff Checks	Can confirm all systems checked are within an acceptable operating range and are safe for the proposed flight		High
Conduct Before Takeoff Checks	Can explain any system operating characteristic or limitation and any corrective action for a malfunction during the checks		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can determine airspeeds/V-speeds and set flight instruments appropriately		High
Conduct Before Takeoff Checks	Can use flight director and autopilot controls for the current flight conditions and takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can perform configuration of navigation equipment for takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can configure communication equipment for takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can obtain and correctly interpret the takeoff and departure clearance		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can conduct a briefing that includes procedures for emergency and abnormal situations (e.g., powerplant failure, windshear), which may be encountered during takeoff, and state the planned action if they were to occur		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff	Can execute aborted takeoff if the powerplant failure occurs at a point during the takeoff where the abort procedure can be initiated and the airplane can be safely stopped on the remaining runway		Medium
Conduct Rejected Takeoff	Can execute prompt reduction of power and maintain positive aircraft control using drag and braking devices, as appropriate, to come to a stop		Medium
Conduct Rejected Takeoff	Can coordinate with crew, if applicable, and complete the appropriate procedures, checklist(s), and radio calls following a rejected takeoff in a timely manner		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can coordinate with crew and complete the appropriate checklist(s) prior to takeoff in a timely manner		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform radio calls as appropriate		High
Conduct Normal Takeoff and Climb with Crosswind	Can verify assigned/correct runway		High
Conduct Normal Takeoff and Climb with Crosswind	Can verify the airplane is configured for takeoff		High
Conduct Normal Takeoff and Climb with Crosswind	Can execute clearing of the area and taxi into takeoff position and align the airplane on the runway centerline		High
Conduct Normal Takeoff and Climb with Crosswind	Can maintain centerline and proper flight control inputs during the takeoff roll		High
Conduct Normal Takeoff and Climb with Crosswind	Can confirm takeoff power and proper engine and flight instrument indications prior to rotation and perform callouts as appropriate, for the airplane or per the operator's procedures		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can perform rotation and lift off at the recommended airspeed		High
Conduct Normal Takeoff and Climb with Crosswind	Can maintain a power setting and a pitch attitude to maintain the desired climb airspeed/V-speed, ±5 knots for each climb segment		High
Conduct Normal Takeoff and Climb with Crosswind	Can maintain desired heading ±5°		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform Retraction of the landing gear and flaps in accordance with manufacturer or operator procedures and limitations, as appropriate		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform wake turbulence avoidance		High
Conduct Normal Takeoff and Climb with Crosswind	Can follow noise abatement procedures		High
Conduct Normal Takeoff and Climb with Crosswind	Can execute appropriate after-takeoff checklist(s) in a timely manner		High
Conduct Instrument Takeoff	Can coordinate with crew and execute the appropriate checklist(s) prior to takeoff in a timely manner		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can execute setting of the applicable avionics and flight instruments prior to initiating the takeoff		Medium
Conduct Instrument Takeoff	Can perform radio calls as appropriate		Medium
Conduct Instrument Takeoff	Can verify assigned/correct runway		Medium
Conduct Instrument Takeoff	Can perform clearing the arrival area and execute taxiing into takeoff position and align the airplane on the runway centerline		Medium
Conduct Instrument Takeoff	Can maintain centerline and proper flight control inputs during the takeoff roll		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	can confirm takeoff power and proper engine and flight instrument indications prior to rotation making callouts, as appropriate, for the airplane or per the operator’s procedures		Medium
Conduct Instrument Takeoff	Can rotates and lift off at the recommended airspeed, establish the desired pitch attitude, and accelerate to the desired airspeed/ V-speed.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can execute a smooth transition from visual meteorological conditions (VMC) to actual or simulated instrument meteorological conditions (IMC).		Medium
Conduct Instrument Takeoff	Can maintain desired heading ±5° and desired airspeeds ±5 knots.		Medium
Conduct Instrument Takeoff	Can comply with ATC clearances and instructions issued by ATC , as appropriate		Medium
Conduct Instrument Takeoff	Can execute appropriate after-takeoff checklist(s) in a timely manner		Medium
Conduct Departure Procedures	Can select the appropriate instrument departure procedure.		High
Conduct Departure Procedures	Can select, identify and use the appropriate communication facilities associated with the procedure		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can select, identify and use the appropriate navigation facilities associated with the procedure		High
Conduct Departure Procedures	Can perform programming the FMS prior to departure and execute avionics setup of flight director and autopilot controls for the departure		High
Conduct Departure Procedures	Can use current and appropriate navigation publications or databases for the proposed flight		High
Conduct Departure Procedures	Can initiate two-way communications with the proper controlling agency		High
Conduct Departure Procedures	Can use proper phraseology and comply in a timely manner with all ATC instructions and airspace restrictions		High
Conduct Departure Procedures	Can perform interception of courses, radials, and bearings appropriate to the procedure, route or clearance		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can comply with all applicable charted procedures		High
Conduct Departure Procedures	Can maintain the appropriate airspeed ±10 knots, headings ±10°, and altitude ±100 feet, and accurately track a course, radial, or bearing		High
Conduct Departure Procedures	Can execute the departure phase to a point where the transition to the en route environment is complete		High
Conduct Emergency Procedure - Inflight fire and smoke	Can perform communication with ATC and the evaluator, as appropriate for the situation.		Medium
Conduct Emergency Procedure - Emergency evacuation	Can perform communication with ATC and the evaluator, as appropriate for the situation.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Flight by reference to standby flight instruments, backup instrumentation, or partial panel	Can coordinate with crew and execute the appropriate checklist(s) in a timely manner		High
Conduct Emergency Procedure - Flight by reference to standby flight instruments, backup instrumentation, or partial panel	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can recognize and correctly identify powerplant failure, execute memory items, and maintain positive airplane control.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can coordinate with crew and execute the appropriate emergency procedures and checklist(s) for propeller feathering or powerplant shutdown.		Medium
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can use flight controls in the proper combination as recommended by the manufacturer to maintain best performance and trim as required		Medium
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can determine the cause for the powerplant failure and assess if a restart is a viable option.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can maintain the operating powerplant(s) within acceptable operating limits.		Medium
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can maintain airspeed ±10 knots, specified heading ±10° and altitude ±100 feet as specified		Medium
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can assess powerplant restart and, if appropriate, demonstrate the powerplant restart procedures in accordance with the manufacturer or operator specified procedures and checklists.		Medium
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can select the nearest suitable airport or landing area.		Medium
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can perform communication with ATC as appropriate for the situation.		Medium
Conduct Arrival Procedures	Can select, identify and use the appropriate communication and navigation facilities associated with the arrival		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures	Can perform setup of FMS and avionics to include flight director and autopilot controls for the arrival, if applicable		High
Conduct Arrival Procedures	Can use current and appropriate navigation publications or databases for the proposed flight		High
Conduct Arrival Procedures	Can initiate two-way communications with the proper controlling agency		High
Conduct Arrival Procedures	Can use proper phraseology and comply in a timely manner with all ATC instructions and airspace restrictions		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures	Can perform interception of courses, radials, and bearings appropriate to the procedure, route or clearance		High
Conduct Arrival Procedures	Can comply with all applicable charted procedures		High
Conduct Arrival Procedures	Can comply with airspeed restrictions required by regulation, procedure, aircraft limitation or ATC		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures	Can maintain rate of descent consistent with the route segment, airplane operating characteristics and safety		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures	Can maintain the appropriate airspeed/V-speed ±10 knots, but not less than VRef if applicable, heading ±10°, altitude ±100 feet, and accurately track radials, courses, and bearings		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can perform the nonprecision instrument approaches selected by the instructor/evaluator		High
Conduct Nonprecision Approach	Can initiate two-way communications with ATC appropriate for the phase of flight or approach segment, and use proper communication phraseology.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can execute selection, tuning, identification, and confirmation the operational status of navigation equipment to be used for the approach.		High
Conduct Nonprecision Approach	Can Comply with all clearances issued by ATC .		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.		High
Conduct Nonprecision Approach	Can coordinate with ATC if unable to comply with a clearance.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can maintain the appropriate airplane configuration and airspeed considering meteorological and operating conditions.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can assess NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment and adjust the published MDA and visibility criteria for the aircraft approach category		High
Conduct Nonprecision Approach	Can maintain a stabilized descent to the appropriate altitude.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can maintain no more than ¼ scale CDI deflection, airspeed ±5 knots of selected value, and altitude above MDA +50/-0 feet (to the VDP or MAP) during the final approach segment		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can execute the missed approach procedure if the required visual references are not distinctly visible and identifiable at the appropriate point or altitude for the approach profile, or execute a normal landing from a straight-in or circling approach.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can use a Multi-Function Display (MFD) and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.		High
Conduct Visual Approach (VFR Procedures)			Medium
Conduct Visual Approach (VFR Procedures)	Can conduct a visual approach.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can perform the precision instrument approaches selected by the instructor/evaluator.		High
Conduct Precision Approach	Can initiate two-way communications with ATC appropriate for the phase of flight or approach segment, and use proper communication phraseology.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can execute selection, tuning, identification, and confirmation the operational status of navigation equipment to be used for the approach.		High
Conduct Precision Approach	Can comply in a timely manner with all clearances, instructions, and procedures.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.		High
Conduct Precision Approach	Can coordinate with ATC if unable to comply with a clearance.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can maintain the appropriate airplane configuration and airspeed considering meteorological and operating conditions.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can assess NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment and adjust the published MDA and visibility criteria for the aircraft approach category		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can initiate and maintain a predetermined rate of descent which approximates that required for the aircraft to follow the vertical guidance, at the point where vertical guidance begins		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can maintain a stabilized final approach from the Final Approach Fix (FAF) to DA/DH allowing no more than ¼-scale deflection of either the vertical or lateral guidance indications and maintain the desired airspeed ±5 knots		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can immediately initiate the missed approach procedures if the required visual references for the runway are not distinctly visible and identifiable upon reaching the DA/DH.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can, upon reaching the DA/DH, perform a transition to a normal landing when the aircraft is in a position from which a descent to a landing on the runway can be made at a normal rate of descent using normal maneuvering		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can use an MFD and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can recognize and correctly identify powerplant failure, execute memory items, and maintain positive airplane control.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can coordinate with crew, if applicable, and complete the appropriate emergency procedures and checklist(s) for simulated propeller feathering or simulated powerplant shutdown.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can use flight controls in the proper combination as recommended by the manufacturer to maintain best performance and trim as required		Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain the operating powerplant(s) within acceptable operating limits.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can perform radio calls as appropriate		Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can assess and proceed toward the nearest suitable airport.		Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can coordinate with crew and execute the approach and landing checklists(s).		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain the appropriate airplane configuration and airspeed considering meteorological and operating conditions.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can assess NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment and adjust the published MDA and visibility criteria for the aircraft approach category		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can initiate and maintain a predetermined rate of descent which approximates that required for the aircraft to follow the vertical guidance, at the point where vertical guidance begins		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain a stabilized approach, adjusting pitch and power as required, allowing no more than ¼-scale deflection of either the vertical or lateral guidance indications.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain a stabilized final approach from the FAF to the DA/DH allowing no more than ¼- scale deflection of either the vertical or lateral guidance indications and maintain the desired airspeed ±5 knots.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain directional control and appropriate crosswind correction throughout the approach and landing or missed approach.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can immediately execute the missed approach procedure if the required visual references for the runway are not distinctly visible and identifiable upon reaching the DA/DH,		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can execute a transition to a normal landing approach when the aircraft is in a position from which a descent to a landing on the runway can be made at a normal rate of descent using normal maneuvering upon reaching the DA/DH		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can perform smooth, timely, and correct control application before, during, and after touchdown or during the missed approach.		Medium
Conduct Holding	Can identify instrument navigation aids associated with the assigned hold.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding	Can apply the appropriate entry procedure for a standard, nonstandard, published, or non-published holding pattern.		High
Conduct Holding	Can change to the appropriate holding airspeed for the airplane and holding altitude to cross the holding fix at or below maximum holding airspeed		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding	Can comply with the holding pattern leg length and other restrictions, if applicable, associated with the holding pattern.		High
Conduct Holding	Can comply with ATC reporting requirements.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding	Can use proper wind correction procedures to maintain the desired pattern and to arrive over the fix as close as possible to a specified time.		High
Conduct Holding	Can maintain the airspeed ±10 knots, altitude ±100 feet, headings ±10°, and accurately track a selected course, radial, or bearing.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding	Can use automation to include autopilot, flight director controls, and navigation displays associated with the assigned hold.		High
Conduct Holding	Can calculate fuel reserve calculations based on EFC times.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can recognize and correctly identify powerplant failure, execute memory items, and maintain positive airplane control.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can coordinate with crew, if applicable, and complete the appropriate emergency procedures and checklist(s) for simulated propeller feathering or simulated powerplant shutdown.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can use flight controls in the proper combination as recommended by the manufacturer to maintain best performance and trim as required		Medium
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can maintain the operating powerplant(s) within acceptable operating limits.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can perform communication with ATC and the evaluator, as appropriate for the situation.		Medium
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can perform establishing the recommended approach and landing configuration and airspeed, ±5 knots, and adjust pitch attitude and power as required to maintain a stabilized approach.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can maintain directional control and appropriate crosswind correction throughout the approach and landing.		Medium
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can perform smooth, timely, and correct control application before, during, and after touchdown.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can execute touch down at the appropriate speed and pitch attitude at the runway aiming point markings, -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can maintain positive aircraft control throughout the landing using drag and braking devices, as appropriate, to come to a stop.		Medium
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can coordinate with crew and execute after landing checklists(s).		Medium
Conduct Normal Approach and Landing with Crosswind	Can coordinate with crew and execute after landing checklists(s).		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can perform radio calls as appropriate		High
Conduct Normal Approach and Landing with Crosswind	Can maintain a ground track that ensures the desired traffic pattern will be flown taking into consideration obstructions and ATC		High
Conduct Normal Approach and Landing with Crosswind	Can confirm the airplane is aligned with the correct/assigned runway or landing surface.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can scan runway or landing surface and adjoining area for traffic and obstructions.		High
Conduct Normal Approach and Landing with Crosswind	Can select a suitable touchdown point considering wind, landing surface, and obstructions.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can perform establishing the recommended approach and landing configuration and airspeed, ±5 knots, and adjust pitch attitude and power as required to maintain a stabilized approach.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can maintain directional control and appropriate crosswind correction throughout the approach and landing.		High
Conduct Normal Approach and Landing with Crosswind	Can perform smooth, timely, and correct control application before, during, and after touchdown.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can execute touch down with the runway centerline between the main landing gear at the appropriate speed and pitch attitude at the runway aiming point markings -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can execute deceleration to taxi speed (20 knots or less on dry pavement, 10 knots or less on contaminated pavement) to within the calculated landing distance plus 25% for the actual conditions with the runway centerline between the main landing gear		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can execute a timely go-around if the approach cannot be made within the tolerances specified above or for any other condition that may result in an unsafe approach or landing.		High
Conduct Normal Approach and Landing with Crosswind	Can apply runway incursion avoidance procedures.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can maintain the desired airspeed, ±5 knots, and vertical and lateral guidance within ¼-scale deflection of the indicators during the descent from DA/DH to a point where visual maneuvering is used to accomplish a normal landing.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can comply with all ATC advisories, such as NOTAMs, windshear, wake turbulence, runway surface, braking conditions, and other operational considerations.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can execute touch down at the appropriate speed and pitch attitude at the runway aiming point markings, -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can maintain positive airplane control throughout the landing using drag and braking devices, as appropriate, to come to a stop.		High
Conduct Landing From a Precision Approach	Can demonstrate SRM or CRM, as appropriate.		High
Conduct Landing From a Precision Approach	Can apply runway incursion avoidance procedures.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can identify, assess, and manage risks, encompassing inappropriate activities and distractions	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing confirmation or expectation bias as related to taxi instructions	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can identify, assess, and manage risks, encompassing a taxi route or departure runway change	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing low visibility taxi operations	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing division of attention while conducting before takeoff checks	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing an unexpected change in the runway to be used for departure	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to verify performance data is correct and airspeeds and flight instruments are set for actual conditions and the departure runway	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to set navigation and communication equipment for departure	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to configure autopilot and flight director controls for departure	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to account for adverse weather conditions prior to takeoff (e.g., snow, ice, gusting crosswinds, low-visibility)	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing A powerplant failure during takeoff or other malfunction considering operational factors such as airplane characteristics, runway/takeoff path length, surface conditions, environmental conditions, and obstructions	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	High
Conduct Rejected Takeoff		Can identify, assess, and manage risks, encompassing a powerplant failure or other malfunction during takeoff.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff		Can identify, assess, and manage risks, encompassing failure to maintain directional control following a rejected takeoff	Medium
Conduct Rejected Takeoff		Can identify, assess, and manage risks, encompassing rejecting takeoff with inadequate stopping distance	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff		Can identify, assess, and manage risks, encompassing a high-speed abort distractions, loss of situational awareness, or improper task management	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing selection of a runway, or runway intersection aircraft limitations, available distance, surface conditions, and wind	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing wake turbulence	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for rejected takeoff	High
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for engine failure in takeoff phase of flight	High
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for engine failure in climb phase of flight	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing improper aircraft configuration or settings (e.g., trim, flaps, autobrakes, etc.)	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing selection of a runway based on aircraft performance and limitations, available distance, surface conditions, lighting, and wind	Medium
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing wake turbulence	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for rejected takeoff	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for Engine failure in takeoff phase of flight with the ceiling or visibility below the minimums for an instrument approach at departure airport	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for Engine failure in climb phase of flight with the ceiling or visibility below the minimums for an instrument approach at departure airport	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for low altitude maneuvering including stall, spin, or CFIT	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for distractions, loss of situational awareness, or improper task management.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing failure to communicate with ATC or follow published procedures and required climb gradients	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing limitations of air traffic avoidance equipment and use of see and avoid techniques	High
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing improper automation management	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight fire and smoke		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	Medium
Conduct Emergency Procedure - Inflight fire and smoke		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight fire and smoke		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	Medium
Conduct Emergency Procedure - Inflight fire and smoke		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Emergency evacuation		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	Medium
Conduct Emergency Procedure - Emergency evacuation		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Emergency evacuation		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	Medium
Conduct Emergency Procedure - Emergency evacuation		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Flight by reference to standby flight instruments, backup instrumentation, or partial panel		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High
Conduct Emergency Procedure - Flight by reference to standby flight instruments, backup instrumentation, or partial panel		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Flight by reference to standby flight instruments, backup instrumentation, or partial panel		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High
Conduct Emergency Procedure - Flight by reference to standby flight instruments, backup instrumentation, or partial panel		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure during flight.	Medium
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing failure to follow checklist procedures for a powerplant failure or a powerplant restart.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing incorrect diagnosis of the cause of the powerplant failure.	Medium
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing improper airplane configuration.	Medium
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing factors and situations that could lead to an inadvertent stall, spin, and loss of control with an inflight powerplant failure.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	Medium
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing failure to communicate with ATC or follow published procedures.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing failure to recognize limitations of traffic avoidance equipment.	High
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing failure to use see and avoid techniques when possible.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing improper automation management.	High
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing ATC instructions that modify an arrival or discontinue/resume the aircraft's lateral or vertical navigation on an arrival.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to follow the correct approach procedure (e.g., descending too early, etc.).	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Selecting an incorrect navigation frequency.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to manage automated navigation and auto flight systems.	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to ensure proper airplane configuration during an approach and missed approach.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing An unstable approach, including excessive descent rates.	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Deteriorating weather conditions on approach.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Operating below the minimum descent altitude (MDA) or continuing a descent below decision altitude (DA) without proper visual references.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing failure to follow the correct approach procedure (e.g. descending below the glideslope, etc.).	High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing selecting an incorrect navigation frequency.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing an unstable approach, including excessive descent rates.	High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing deteriorating weather conditions on approach.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing continuing to descend below the Decision Altitude (DA)/Decision Height (DH) when the required visual references are not visible.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure inflight or during an approach.	Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing improper airplane configuration.	Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	MOTOR SKILL LEARNING OBJECTIVES	ATTITUDE LEARNING OBJECTIVES	TASK EXPECTATION RATING
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing landing with a powerplant failure.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing missed approach with a powerplant failure.	Medium
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing maneuvering in IMC with a powerplant failure.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding		Can identify, assess, and manage risks, encompassing recalculating fuel reserves if assigned an unanticipated EFC time.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding		Can identify, assess, and manage risks, encompassing scenarios and circumstances that could result in minimum fuel or the need to declare an emergency.	High
Conduct Holding		Can describe scenarios that could lead to holding, including deteriorating weather at the planned destination.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding		Can identify, assess, and manage risks, encompassing improper holding entry and improper wind correction while holding.	High
Conduct Holding		Can identify, assess, and manage risks, encompassing holding while in icing conditions.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding		Can identify, assess, and manage risks, encompassing improper automation management.	High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure inflight or during an approach.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	Medium
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing improper airplane configuration.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	Medium
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing performing a go-around/rejected landing with a powerplant failure.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing selection of a runway or approach path and touchdown area based aircraft limitations, available distance, surface conditions, and wind.	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing wake turbulence.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing Go-Around/Rejected Landing	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing land and Hold Short Operations (LAHSO)	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, incorrect airport surface approach and landing, or improper task management.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing selection of an approach procedure and runway based on pilot capability, aircraft limitations, available distance, surface conditions, and wind.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing wake turbulence.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for missed approach	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for land and hold short operations (LAHSO)	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for distractions, loss of situational awareness, or improper task management.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for attempting to land from an unstable approach.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for flying below the glidepath.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for transitioning from instrument to visual references for landing.	High
Conduct Arrival Procedures			High
Conduct Arrival Procedures			High
Conduct Arrival Procedures			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can perform the use of navigation systems including procedure selection and ILS look-alike principle:		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can perform flying of a procedure		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can perform setup and interpretation of electronic displays and symbols.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can execute use of LNAV mode(s).		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can execute use of VNAV mode(s).		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can apply ATC procedures/phraseology		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct GPS instrument approach procedures with localizer performance with vertical guidance and localizer performance without vertical guidance lines of minima using the wide area augmentation system	Can apply functionality of vector to final mode		High
Conduct Taxi			High
Conduct Precision Approach			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can perform appropriate normal and non-normal procedures including crew duties, monitoring assignments, transfer of control during normal operations, appropriate automatic or crew-initiated call-outs, proper use of standard or special IAPs, applicable minima for normal configurations or for alternate or failure configurations, and reversion to higher minima in the event of failures		High
Conduct Instrument Takeoff			Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can perform applicable procedures during takeoff to address the transition from visual flight to instrument flight for both the pilot flying (PF) and pilot monitoring (PM), to include the use and limitations of any flight guidance or visual systems in use.		Medium
Conduct Precision Approach			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can perform procedures to address the transition from electronic monitoring displays to external visual references for both PF and PM for systems that include such displays.		High
Conduct Precision Approach			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can appreciate constraints for head winds, tail winds, crosswinds, and the effect of vertical and horizontal wind shear on automatic systems, flight directors (F/D), or other system (e.g., HUD, SVGS, etc.) performance. For systems such as HUDs that have a limited field of view (FOV), or synthetic reference systems, pilots should be familiar with the display limitations of these systems and expected pilot actions in the event that the aircraft reaches or exceeds a display limit capability.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can demonstrate familiarization with operator's policies and procedures concerning constraints applicable to AWO takeoffs and landings on contaminated or cluttered runways. Limits should be noted for use of wet or icy runways as far as directional control or stopping performance is concerned, and flight crews should be familiar with appropriate constraints related to braking reports and the obscuration of appropriate lighting or markings. Refer to AC 91-79 for detailed information on runway contaminants and condition reporting.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can demonstrate familiarization with operator's policies and procedures concerning constraints applicable to AWO takeoffs and landings on contaminated or cluttered runways. Limits should be noted for use of wet or icy runways as far as directional control or stopping performance is concerned, and flight crews should be familiar with appropriate constraints related to braking reports and the obscuration of appropriate lighting or markings. Refer to AC 91-79 for detailed information on runway contaminants and condition reporting.	High
Conduct Landing From a Precision Approach			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can perform proper reaction to significant airborne system failures experienced prior to and after reaching the final approach fix (FAF), MDA, DA/DH, or AH. Expected pilot response to failure after touchdown should be addressed as well.		High
Conduct Landing From a Precision Approach			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can recognize and execute appropriate actions in response to ground or navigation system faults, failures or abnormalities at any point during the approach and landing.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can appreciate that pilots should be familiar with the need to report navigation system anomalies or discrepancies, failures of any lighting system (e.g., approach lights, runway lights, touchdown zone (TDZ) lights, centerline lights), or any other discrepancies that could be pertinent to operations.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can execute types of instrument procedures approved for the air carrier (standard and special, lowest straight-in, or circling minima, if applicable); according to the operators manuals, charts and checklists, on the aircraft type, model and series flown.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can use flight guidance and/or visual system(s) and their corresponding category(s) of minima for each authorized system;		High
Conduct Precision Approach	Can use NAVAID(s) and visual aids used (LVO/SMGCS lighting if applicable);		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can apply Flightcrew procedures used (e.g., PF/PM duties, monitored approach, or call-outs);		High
Conduct Precision Approach		Can demonstrate familiarization with airport and runway characteristics typically experienced;	High
Conduct Precision Approach			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can perform relevant normal, non-normal, and environmental conditions. Training and evaluation need only be conducted using relevant and representative procedures and conditions (e.g., a representative mix of day, night, dusk, variable/patchy conditions, representative temperatures, landing runway altitudes, precipitation conditions, turbulence, and icing conditions); and		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can execute normal landings at the lowest applicable minima for each authorized flight guidance and/or visual system.		High
Conduct Precision Approach	Can respond appropriately to aircraft and ground system failures.		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can respond appropriately to engine failure prior to or during an approach.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can perform manual rollout in low visibility at applicable minima. (except for aircraft using an automatic fail operational (FO) rollout system)		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can perform landings at the limiting environmental conditions authorized for that operator with respect to wind, crosswind components, and runway surface friction characteristics		High
Conduct Instrument Takeoff	Can execute normal takeoff at lowest applicable minima;		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff	Can execute Rejected takeoff from a point prior to V1 (including an engine failure);		Medium
Conduct Normal Takeoff and Climb with Crosswind	Can perform takeoff in limiting crosswinds, winds, gusts, and runway surface friction to levels authorized. Training should be done at weights or on runways that represent a critical field length		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff	Can perform rejected takeoff requiring transfer of control (if applicable) for low-visibility takeoff minima where a flight guidance and/or vision system is required		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff	Can perform rejected takeoff with failure of the flight guidance device or ground-based guidance system, at a critical point of the takeoff, unless these systems have failure characteristics that are extremely improbable.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can perform takeoff with failure of the flight guidance device or ground-based guidance system, at a critical point of the takeoff, unless these systems have failure characteristics that are extremely improbable.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Low visibility taxi and ground operations should be trained to the extent practical and beneficial. Such training should address operations at typical airports or alternately, at airports frequently experiencing low-visibility conditions, complex airports on the operator's route system, airports with particular low visibility ground movement difficulties, or rarely used but significant contingency airports, as determined appropriate by the operator.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	perform either PF or PM duties, unless otherwise limited by the operator's policies or aircraft characteristics (e.g., single HUD).		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can execute continued takeoff following failures including engine failure after V1, and any critical failures for the aircraft type that could lead to lateral asymmetry during the takeoff;		Medium
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1			Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1			Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can execute continued takeoff if the powerplant failure occurs at a point where the airplane can continue to a specified airspeed and altitude at the end of the runway commensurate with the airplane's performance capabilities and operating limitations		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can maintain the desired airspeed, ±5 knots after establishing a climb, and use flight controls in the proper combination as recommended by the manufacturer, to maintain best performance and trim		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can use flight controls in the proper combination as recommended by the manufacturer to maintain best performance and trim as required		Medium
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can maintain the appropriate heading, ±5°, when powerplant failure occurs		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can coordinate with crew and execute the appropriate checklist(s) following the powerplant failure.		Medium
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can perform communication with ATC and the evaluator, as appropriate for the situation.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure during takeoff considering operational factors such as takeoff warning inhibit systems, runway/takeoff path length, surface conditions, environment, obstructions, and LAHSO operations.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to brief the plan for a powerplant failure during takeoff, in a crew environment.	Medium
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to correctly identify the inoperative engine (AMEL, AMES).	Medium
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing inability to climb or maintain altitude with an inoperative powerplant (AMEL, AMES).	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	Medium
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI	Can execute an one engine inoperative missed approach from a low altitude that could result in a touchdown during go-around (balked or rejected landing).		Medium
Conduct Missed Approach - OEI			Medium
Conduct Missed Approach - OEI			Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI	Can apply the appropriate power setting for the flight condition and establish a pitch attitude necessary to obtain the desired performance during an one engine inoperative missed approach.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI	Can perform retraction of the wing flaps/drag devices and landing gear, if appropriate, in the correct sequence and at a safe altitude, and initiate a positive rate of climb at the appropriate airspeed/V- speed, ±5 knots during an one engine inoperative missed approach.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI	Can coordinate with crew and execute the appropriate procedures and checklist(s) in a timely manner during an one engine inoperative missed approach.		Medium
Conduct Missed Approach - OEI	Can comply with the published or alternate missed approach procedure during an one engine inoperative missed approach.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI	Can coordinate with ATC if unable to comply with a clearance, restriction, or climb gradient.		Medium
Conduct Missed Approach - OEI	Can maintain the heading, course, or bearing ±5°, and altitude(s) ±100 feet during the missed approach procedure during an one engine inoperative missed approach.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI	Can use an MFD and other graphical navigation displays, if installed, to monitor position and track to help navigate the missed approach.		Medium
Conduct Missed Approach - OEI	Can demonstrate effective CRM during an one engine inoperative missed approach.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI	Can execute re-engagement of the autopilot at appropriate times during the one engine inoperative missed approach procedure.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI	Can obtain ATC clearance to attempt another approach, proceed to the alternate airport, holding fix, or other clearance limit, as appropriate, or as directed by the evaluator during an one engine inoperative missed approach.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing failure to follow prescribed procedures during an one engine inoperative missed approach.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing holding, diverting, or electing to fly the approach again during an one engine inoperative missed approach.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach during an one engine inoperative missed approach.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing factors that might lead to executing an one engine inoperative missed approach procedure before the MAP or to a go-around below DA/MDA.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems during an one engine inoperative missed approach.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)			High
Conduct OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems	Can conduct approach operations utilizing C073 criteria.		High

4.4 Course 1 – SIM 4 Learning Objectives

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct after landing, parking and securing			High
Conduct after landing, parking and securing	Can demonstrate runway incursion avoidance procedures.		High
Conduct after landing, parking and securing	Can comply with ATC instructions and perform radio calls as appropriate.		High
Conduct after landing, parking and securing	Can coordinate with crew, if applicable, and execute the appropriate checklist(s) after clearing the runway.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct after landing, parking and securing	Can perform parking in the appropriate area, considering the safety of nearby persons and property.		High
Conduct after landing, parking and securing	Can execute a postflight inspection and document discrepancies and servicing requirements, if any.		High
Conduct after landing, parking and securing	Can perform securing the airplane.		High
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing inappropriate activities and distractions.	High
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing confirmation or expectation bias as related to taxi instructions.	High
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing propeller, turbofan inlet, and exhaust safety.	High
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing airport specific security procedures.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing disembarking passengers.	High
Conduct Before Takeoff Checks		Can manage the risk of errors when assigned an RNAV DP and subsequently receives a change of runway, procedure or transition by verifying the appropriate changes are entered and available for navigation prior to takeoff.	High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks	Can determine the airplane's takeoff performance for actual conditions and planned departure runway		High
Conduct Before Takeoff Checks	Can coordinate with crew and execute the appropriate checklist(s) prior to takeoff in a timely manner		High
Conduct Before Takeoff Checks	Can confirm all systems checked are within an acceptable operating range and are safe for the proposed flight		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can explain any system operating characteristic or limitation and any corrective action for a malfunction during the checks		High
Conduct Before Takeoff Checks	Can determine airspeeds/V-speeds and set flight instruments appropriately		High
Conduct Before Takeoff Checks	Can use flight director and autopilot controls for the current flight conditions and takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can perform configuration of navigation equipment for takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can configure communication equipment for takeoff and departure clearances		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can obtain and correctly interpret the takeoff and departure clearance		High
Conduct Before Takeoff Checks	Can conduct a briefing that includes procedures for emergency and abnormal situations (e.g., powerplant failure, windshear), which may be encountered during takeoff, and state the planned action if they were to occur		High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing division of attention while conducting before takeoff checks	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing an unexpected change in the runway to be used for departure	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to verify performance data is correct and airspeeds and flight instruments are set for actual conditions and the departure runway	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to set navigation and communication equipment for departure	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to configure autopilot and flight director controls for departure	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to account for adverse weather conditions prior to takeoff (e.g., snow, ice, gusting crosswinds, low-visibility)	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing A powerplant failure during takeoff or other malfunction considering operational factors such as airplane characteristics, runway/takeoff path length, surface conditions, environmental conditions, and obstructions	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	High
Conduct Circling Approach			Medium
Conduct Circling Approach	Can comply with the circling approach procedure considering turbulence, windshear, and the maneuvering capability and approach category of the aircraft.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Circling Approach	Can confirm the direction of traffic and adhere to all restrictions and instructions issued by ATC .		Medium
Conduct Circling Approach	Can perform establishing the correct approach and landing configuration		Medium
Conduct Circling Approach	Can maintain a stabilized approach and a descent rate that ensures arrival at the MDA, or the preselected circling altitude above the MDA, prior to the missed approach point.		Medium
Conduct Circling Approach	Can maintain airspeed ±5 knots, desired heading/track ±5°, and altitude +100/-0 feet until descending below the MDA or the preselected circling altitude above the MDA.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Circling Approach	Can perform visually maneuvering to a base or downwind leg appropriate for the landing runway and environmental conditions.		Medium
Conduct Circling Approach	Can perform a turn in the appropriate direction using the correct procedure and execute configuring the airplane if a missed approach occurs		Medium
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing failure to follow prescribed circling approach procedures.	Medium
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing executing a circling approach at night or with marginal visibility.	Medium
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing losing visual contact with an identifiable part of the airport.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	Medium
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing failure to maintain an appropriate altitude or airspeed while circling.	Medium
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	Medium
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing executing an improper missed approach after the MAP while circling.	Medium
Conduct Departure Procedures			High
Conduct Departure Procedures			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures			High
Conduct Departure Procedures	Can select the appropriate instrument departure procedure.		High
Conduct Departure Procedures	Can select, identify and use the appropriate communication facilities associated with the procedure		High
Conduct Departure Procedures	Can select, identify and use the appropriate navigation facilities associated with the procedure		High
Conduct Departure Procedures	Can perform programming the FMS prior to departure and execute avionics setup of flight director and autopilot controls for the departure		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can use current and appropriate navigation publications or databases for the proposed flight		High
Conduct Departure Procedures	Can initiate two-way communications with the proper controlling agency		High
Conduct Departure Procedures	Can use proper phraseology and comply in a timely manner with all ATC instructions and airspace restrictions		High
Conduct Departure Procedures	Can perform interception of courses, radials, and bearings appropriate to the procedure, route or clearance		High
Conduct Departure Procedures	Can comply with all applicable charted procedures		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can maintain the appropriate airspeed ±10 knots, headings ±10°, and altitude ±100 feet, and accurately track a course, radial, or bearing		High
Conduct Departure Procedures	Can execute the departure phase to a point where the transition to the en route environment is complete		High
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing failure to communicate with ATC or follow published procedures and required climb gradients	High
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing limitations of air traffic avoidance equipment and use of see and avoid techniques	High
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing improper automation management	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Decompression			High
Conduct Emergency Procedure - Decompression			High
Conduct Emergency Procedure - Decompression	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High
Conduct Emergency Procedure - Decompression		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High
Conduct Emergency Procedure - Decompression		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Decompression		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High
Conduct Emergency Procedure - Decompression		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - EGPWS escape maneuver	Can coordinate with crew and execute the appropriate checklist(s) in a timely manner		High
Conduct Emergency Procedure - EGPWS escape maneuver	Can perform communication with ATC as appropriate for the situation.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - EGPWS escape maneuver		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High
Conduct Emergency Procedure - EGPWS escape maneuver		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	High
Conduct Emergency Procedure - EGPWS escape maneuver		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High
Conduct Emergency Procedure - EGPWS escape maneuver		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Emergency Descent			High
Conduct Emergency Procedure - Emergency Descent			High
Conduct Emergency Procedure - Emergency Descent	Can coordinate with crew and execute the appropriate checklist(s) in a timely manner		High
Conduct Emergency Procedure - Emergency Descent	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Emergency Descent		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High
Conduct Emergency Procedure - Emergency Descent		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	High
Conduct Emergency Procedure - Emergency Descent		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High
Conduct Emergency Procedure - Emergency Descent		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can execute continued takeoff following failures including engine failure after V1, and any critical failures for the aircraft type that could lead to lateral asymmetry during the takeoff;		High
Conduct Emergency Procedure - Powerplant Failure During Second Segment			High
Conduct Emergency Procedure - Powerplant Failure During Second Segment			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can execute continued takeoff if the powerplant failure occurs at a point where the airplane can continue to a specified airspeed and altitude at the end of the runway commensurate with the airplane's performance capabilities and operating limitations		High
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can maintain the desired airspeed, ±5 knots after establishing a climb, and use flight controls in the proper combination as recommended by the manufacturer, to maintain best performance and trim		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can use flight controls in the proper combination as recommended by the manufacturer to maintain best performance and trim as required		High
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can maintain the appropriate heading, ±5°, when powerplant failure occurs		High
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can coordinate with crew and execute the appropriate checklist(s) following the powerplant failure.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure during takeoff considering operational factors such as takeoff warning inhibit systems, runway/takeoff path length, surface conditions, environment, obstructions, and LAHSO operations.	High
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing failure to brief the plan for a powerplant failure during takeoff, in a crew environment.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing failure to correctly identify the inoperative engine (AMEL, AMES).	High
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing inability to climb or maintain altitude with an inoperative powerplant (AMEL, AMES).	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Windshear escape during approach and landing	Can perform the aircraft specific winshear escape maneuver		High
Conduct Emergency Procedure - Windshear escape during take off	Can perform the aircraft specific winshear escape maneuver		High
Conduct Go-Around/Rejected Landing			High
Conduct Go-Around/Rejected Landing			High
Conduct Go-Around/Rejected Landing			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing			High
Conduct Go-Around/Rejected Landing			High
Conduct Go-Around/Rejected Landing	Can initiate a timely decision to go-around/reject the landing.		High
Conduct Go-Around/Rejected Landing	Can apply the appropriate power setting for the flight condition and establish a pitch attitude necessary to obtain the desired performance.		High
Conduct Go-Around/Rejected Landing	Can perform establishing a positive rate of climb and the appropriate airspeed/V-speed, ±5 knots.		High
Conduct Go-Around/Rejected Landing	Can execute configuration and trimming of the airplane, when appropriate.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing	Can perform radio calls as appropriate		High
Conduct Go-Around/Rejected Landing	Can maintain the ground track, heading, or course appropriate for the conditions, or as specified by ATC .		High
Conduct Go-Around/Rejected Landing	Can execute the appropriate procedures and checklist(s) in a timely manner.		High
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing delayed recognition of the need for a go-around/rejected landing.	High
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing delayed performance of a go-around at low altitude.	High
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing improper application of power.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing improper airplane configuration.	High
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires vessels, vessels, persons, and wildlife.	High
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing managing a go-around/rejected landing after accepting a LAHSO clearance.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing			High
Conduct Go-Around/Rejected Landing	Can describe, perform airborne system use for go-around, including consideration of height loss during transition to a go-around, performance assurance for obstacle clearance, management of any necessary mode changes, and assurance of appropriate vertical and lateral flightpath tracking.		High
Conduct Landing From a Circling Approach			Medium
Conduct Landing From a Circling Approach			Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach	Can maintain the airport environment in sight and remain within the circling approach radius applicable to the approach category to a position from which a stabilized descent to landing can be made.		Medium
Conduct Landing From a Circling Approach	Can comply with all ATC advisories, such as NOTAMs, windshear, wake turbulence, runway surface, braking conditions, and other operational considerations.		Medium
Conduct Landing From a Circling Approach	Can perform alignment of the airplane for a normal landing on the selected runway without excessive maneuvering and without exceeding the normal operating limits of the airplane. The angle of bank should not exceed 30°.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach	Can perform smooth, timely, and correct control application throughout the circling maneuver and maintain appropriate airspeed, ±5 knots. If applicable, maintain altitude +100/−0 feet, and desired heading/track, ±5°.		Medium
Conduct Landing From a Circling Approach	Can confirm the airplane is configured for landing.		Medium
Conduct Landing From a Circling Approach	Can scan the landing runway and adjoining area for traffic and obstructions		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach	Can execute touch down at the appropriate speed and pitch attitude at the runway aiming point markings, -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		Medium
Conduct Landing From a Circling Approach	Can maintain positive aircraft control throughout the landing using drag and braking devices, as appropriate, to come to a stop.		Medium
Conduct Landing From a Circling Approach	Can demonstrate SRM or CRM, as appropriate.		Medium
Conduct Landing From a Circling Approach	Can apply runway incursion avoidance procedures.		Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing landing from a circling approach	Medium
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing selection of an approach procedure and runway based on pilot capability, aircraft limitations, available distance, surface conditions, and wind.	Medium
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing wake turbulence.	Medium
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for missed approach	Medium
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for land and hold short operations (LAHSO)	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	Medium
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for low altitude maneuvering including stall, spin, or CFIT.	Medium
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for distractions, loss of situational awareness, or improper task management.	Medium
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for attempting to land from an unstable approach.	Medium

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing from a No Flap or Nonstandard Flap Approach			High
Conduct Landing from a No Flap or Nonstandard Flap Approach			High
Conduct Landing from a No Flap or Nonstandard Flap Approach			High
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can recognize the malfunction.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can coordinate with crew, if applicable, and complete applicable checklist(s) for the malfunction, approach, and landing.		High
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can coordinate with ATC as needed and select an airport/runway with sufficient length for landing.		High
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can calculate the correct airspeeds/V-speeds for approach and landing.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can perform establishing the recommended approach and landing configuration and airspeed, and adjust pitch attitude and power as required to maintain a stabilized approach.		High
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can select a suitable touchdown point considering wind, landing surface, and obstructions.		High
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can perform smooth, timely, and correct control application before, during, and after touchdown.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can execute touch down at the appropriate speed and pitch attitude at the runway aiming point markings, -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can maintain positive aircraft control throughout the landing using drag and braking devices, as appropriate, to come to a stop.		High
Conduct Landing from a No Flap or Nonstandard Flap Approach		Can identify, assess, and manage risks, encompassing hazards associated with a no flap or nonstandard flap approach and landing to include an asymmetrical flap situation.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing from a No Flap or Nonstandard Flap Approach		Can identify, assess, and manage risks, encompassing selection of a runway based on pilot capability, aircraft limitations, available distance, surface conditions, and wind.	High
Conduct Landing from a No Flap or Nonstandard Flap Approach		Can identify, assess, and manage risks, encompassing wake turbulence.	High
Conduct Landing from a No Flap or Nonstandard Flap Approach		Can identify, assess, and manage risks, encompassing go-around/rejected landing.	High
Conduct Landing from a No Flap or Nonstandard Flap Approach		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing from a No Flap or Nonstandard Flap Approach		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Landing from a No Flap or Nonstandard Flap Approach		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can perform non-normal configuration approaches and landings in instrument conditions. For these approaches, the simulated weather minima may be above, or well above, the lowest minima authorized. Minima should be at levels that might typically be experienced in line operations for a landing with the non-normal condition used. During these approaches, representative autoflight, instrument, and aircraft system configurations or combinations of configurations should be demonstrated (e.g., F/D, autopilot, HUD, vision systems, autothrottles, raw data, and inoperative electrical or hydraulic components).		High
Conduct Missed Approach			High
Conduct Missed Approach			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach			High
Conduct Missed Approach	Can apply the appropriate power setting for the flight condition and establish a pitch attitude necessary to obtain the desired performance.		High
Conduct Missed Approach	Can perform retraction of the wing flaps/drag devices and landing gear, if appropriate, in the correct sequence and at a safe altitude, and initiate a positive rate of climb at the appropriate airspeed/V- speed, ±5 knots.		High
Conduct Missed Approach	Can coordinate with crew and execute the appropriate procedures and checklist(s) in a timely manner.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach	Can comply with the published or alternate missed approach procedure.		High
Conduct Missed Approach	Can coordinate with ATC if unable to comply with a clearance, restriction, or climb gradient.		High
Conduct Missed Approach	Can maintain the heading, course, or bearing ±5°, and altitude(s) ±100 feet during the missed approach procedure.		High
Conduct Missed Approach	Can use an MFD and other graphical navigation displays, if installed, to monitor position and track to help navigate the missed approach.		High
Conduct Missed Approach	Can demonstrate effective CRM		High
Conduct Missed Approach	Can execute re-engagement of the autopilot at appropriate times during the missed approach procedure.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach	Can obtain ATC clearance to attempt another approach, proceed to the alternate airport, holding fix, or other clearance limit, as appropriate, or as directed by the evaluator.		High
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to follow prescribed procedures.	High
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing holding, diverting, or electing to fly the approach again.	High
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing factors that might lead to executing a missed approach procedure before the MAP or to a go-around below DA/MDA.	High
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	High
Conduct Missed Approach	Can execute a missed approach from the MDA, DA/DH, or AH.		High
Conduct Missed Approach	Can execute a missed approach from a low altitude that could result in a touchdown during go-around (balked or rejected landing).		High
Conduct Nonprecision Approach			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach		Can appreciate that there are environments in which using CDFA technique is not advisable or practical, for example airports that do not offer straight in non precision approaches.	High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach	Can perform the nonprecision instrument approaches selected by the instructor/evaluator		High
Conduct Nonprecision Approach	Can initiate two-way communications with ATC appropriate for the phase of flight or approach segment, and use proper communication phraseology.		High
Conduct Nonprecision Approach	Can execute selection, tuning, identification, and confirmation the operational status of navigation equipment to be used for the approach.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can Comply with all clearances issued by ATC .		High
Conduct Nonprecision Approach	Can recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.		High
Conduct Nonprecision Approach	Can coordinate with ATC if unable to comply with a clearance.		High
Conduct Nonprecision Approach	Can maintain the appropriate airplane configuration and airspeed considering meteorological and operating conditions.		High
Conduct Nonprecision Approach	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can assess NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment and adjust the published MDA and visibility criteria for the aircraft approach category		High
Conduct Nonprecision Approach	Can maintain a stabilized descent to the appropriate altitude.		High
Conduct Nonprecision Approach	Can maintain no more than ¼ scale CDI deflection, airspeed ±5 knots of selected value, and altitude above MDA +50/-0 feet (to the VDP or MAP) during the final approach segment		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can execute the missed approach procedure if the required visual references are not distinctly visible and identifiable at the appropriate point or altitude for the approach profile, or execute a normal landing from a straight-in or circling approach.		High
Conduct Nonprecision Approach	Can use a Multi-Function Display (MFD) and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.		High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to follow the correct approach procedure (e.g., descending too early, etc.).	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Selecting an incorrect navigation frequency.	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to manage automated navigation and auto flight systems.	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to ensure proper airplane configuration during an approach and missed approach.	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing An unstable approach, including excessive descent rates.	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Deteriorating weather conditions on approach.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Operating below the minimum descent altitude (MDA) or continuing a descent below decision altitude (DA) without proper visual references.	High
Conduct Normal Approach and Landing with Crosswind			High
Conduct Normal Approach and Landing with Crosswind			High
Conduct Normal Approach and Landing with Crosswind			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind			High
Conduct Normal Approach and Landing with Crosswind	Can coordinate with crew and execute after landing checklists(s).		High
Conduct Normal Approach and Landing with Crosswind	Can perform radio calls as appropriate		High
Conduct Normal Approach and Landing with Crosswind	Can maintain a ground track that ensures the desired traffic pattern will be flown taking into consideration obstructions and ATC		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can confirm the airplane is aligned with the correct/assigned runway or landing surface.		High
Conduct Normal Approach and Landing with Crosswind	Can scan runway or landing surface and adjoining area for traffic and obstructions.		High
Conduct Normal Approach and Landing with Crosswind	Can select a suitable touchdown point considering wind, landing surface, and obstructions.		High
Conduct Normal Approach and Landing with Crosswind	Can perform establishing the recommended approach and landing configuration and airspeed, ±5 knots, and adjust pitch attitude and power as required to maintain a stabilized approach.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can maintain directional control and appropriate crosswind correction throughout the approach and landing.		High
Conduct Normal Approach and Landing with Crosswind	Can perform smooth, timely, and correct control application before, during, and after touchdown.		High
Conduct Normal Approach and Landing with Crosswind	Can execute touch down with the runway centerline between the main landing gear at the appropriate speed and pitch attitude at the runway aiming point markings -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can execute deceleration to taxi speed (20 knots or less on dry pavement, 10 knots or less on contaminated pavement) to within the calculated landing distance plus 25% for the actual conditions with the runway centerline between the main landing gear		High
Conduct Normal Approach and Landing with Crosswind	Can execute a timely go-around if the approach cannot be made within the tolerances specified above or for any other condition that may result in an unsafe approach or landing.		High
Conduct Normal Approach and Landing with Crosswind	Can apply runway incursion avoidance procedures.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing selection of a runway or approach path and touchdown area based aircraft limitations, available distance, surface conditions, and wind.	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing wake turbulence.	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing Go-Around/Rejected Landing	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing land and Hold Short Operations (LAHSO)	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, incorrect airport surface approach and landing, or improper task management.	High
Conduct Normal Approach and Landing with Crosswind	Can execute normal landings at the lowest applicable minima for each authorized flight guidance and/or visual system.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can perform manual rollout in low visibility at applicable minima. (except for aircraft using an automatic fail operational (FO) rollout system)		High
Conduct Normal Approach and Landing with Crosswind	Can perform landings at the limiting environmental conditions authorized for that operator with respect to wind, crosswind components, and runway surface friction characteristics		High
Conduct Normal Takeoff and Climb with Crosswind			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind	Can coordinate with crew and complete the appropriate checklist(s) prior to takeoff in a timely manner		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can perform radio calls as appropriate		High
Conduct Normal Takeoff and Climb with Crosswind	Can verify assigned/correct runway		High
Conduct Normal Takeoff and Climb with Crosswind	Can verify the airplane is configured for takeoff		High
Conduct Normal Takeoff and Climb with Crosswind	Can execute clearing of the area and taxi into takeoff position and align the airplane on the runway centerline		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can maintain centerline and proper flight control inputs during the takeoff roll		High
Conduct Normal Takeoff and Climb with Crosswind	Can confirm takeoff power and proper engine and flight instrument indications prior to rotation and perform callouts as appropriate, for the airplane or per the operator's procedures		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform rotation and lift off at the recommended airspeed		High
Conduct Normal Takeoff and Climb with Crosswind	Can maintain a power setting and a pitch attitude to maintain the desired climb airspeed/V-speed, ±5 knots for each climb segment		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can maintain desired heading ±5°		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform Retraction of the landing gear and flaps in accordance with manufacturer or operator procedures and limitations, as appropriate		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform wake turbulence avoidance		High
Conduct Normal Takeoff and Climb with Crosswind	Can follow noise abatement procedures		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can execute appropriate after-takeoff checklist(s) in a timely manner		High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing selection of a runway, or runway intersection aircraft limitations, available distance, surface conditions, and wind	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing wake turbulence	High
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for rejected takeoff	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for engine failure in takeoff phase of flight	High
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for engine failure in climb phase of flight	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing improper aircraft configuration or settings (e.g., trim, flaps, autobrakes, etc.)	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management	High
Conduct Normal Takeoff and Climb with Crosswind	Can perform takeoff in limiting crosswinds, winds, gusts, and runway surface friction to levels authorized. Training should be done at weights or on runways that represent a critical field length		High
Conduct OEI Climb to En Route Altitude			High
Conduct OEI Climb to En Route Altitude	Can conduct an OEI climb enroute at either V_{se} or greater, depending on conditions.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems			High
Conduct OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems	Can conduct approach operations utilizing C073 criteria.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)			High
Conduct Recovery From Unusual Flight Attitudes			High
Conduct Recovery From Unusual Flight Attitudes			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Recovery From Unusual Flight Attitudes			High
Conduct Recovery From Unusual Flight Attitudes			High
Conduct Recovery From Unusual Flight Attitudes	Can use instrument cross-check and interpretation to identify a nose low unusual attitude		High
Conduct Recovery From Unusual Flight Attitudes	Can use instrument cross-check and interpretation to identify a nose high unusual attitude		High
Conduct Recovery From Unusual Flight Attitudes	Can apply the appropriate pitch, bank, and power corrections, in the correct sequence, to return to a stabilized level flight attitude		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Recovery From Unusual Flight Attitudes		Can identify, assess, and manage risks, encompassing situations that could lead to loss of control or unusual flight attitudes (e.g., stress, task saturation, and distractions).	High
Conduct Recovery From Unusual Flight Attitudes		Can identify, assess, and manage risks, encompassing exceeding the operating envelope during the recovery	High
Conduct Recovery From Unusual Flight Attitudes		Can identify, assess, and manage risks, encompassing failure to recognize an unusual flight attitude and follow the proper recover procedure	High
Conduct Recovery From Unusual Flight Attitudes		Can identify, assess, and manage risks, encompassing exceeding the operating envelope during the recovery	High
Conduct Steep Turns			High
Conduct Steep Turns			High
Conduct Steep Turns			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Steep Turns			High
Conduct Steep Turns			High
Conduct Steep Turns			High
Conduct Steep Turns	Can maintain the manufacturer's recommended airspeed; or if one is not available, an airspeed not to exceed VA		High
Conduct Steep Turns	Can maintain at least a 45° bank solely by reference to instruments and make a coordinated steep turn of at least 180°		High
Conduct Steep Turns	Can perform reversal of direction and establish at least a 45° bank solely by reference to instruments and make a coordinated steep turn of at least 180°		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Steep Turns	Can perform smooth pitch, bank, and power adjustments as needed		High
Conduct Steep Turns	Can maintain the entry altitude ±100 feet, airspeed ±10 knots, bank ±5°, and roll out on the specified heading, ±10°		High
Conduct Steep Turns	Can maintain avoidance of any indications of impending stall, abnormal flight attitude, or exceedance of any structural or operating limitation		High
Conduct Steep Turns		Can identify, assess, and manage risks, encompassing spatial disorientation when conducting a steep turn while flying by reference to instruments	High
Conduct Steep Turns		Can identify, assess, and manage risks, encompassing failure to maintain coordinated flight	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Steep Turns		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management	High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi	Can record taxi instructions, respond to taxi clearances, and review taxi routes on the airport diagram.		High
Conduct Taxi	Can use an airport diagram or taxi chart during taxi		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	MOTOR SKILL LEARNING OBJECTIVES	ATTITUDE LEARNING OBJECTIVES	TASK EXPECTATION RATING
Conduct Taxi	Can comply with ATC clearances and instructions and observe all runway hold lines, ILS critical areas, beacons, and other airport/taxiway markings and lighting		High
Conduct Taxi	Can coordinate with crew, if applicable, and complete the appropriate checklist(s) prior to and during taxi		High
Conduct Taxi	Can maintain situational awareness during taxi		High
Conduct Taxi	Can maintain correct and positive airplane control, proper speed, appropriate use of wheel brakes and reverse thrust		High
Conduct Taxi	Can maintain separation between other aircraft, vehicles, and persons to avoid an incursion/incident/accident		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can use aircraft exterior lighting for day and night operations		High
Conduct Taxi		Can identify, assess, and manage risks, encompassing inappropriate activities and distractions	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing confirmation or expectation bias as related to taxi instructions	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing a taxi route or departure runway change	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing low visibility taxi operations	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Low visibility taxi and ground operations should be trained to the extent practical and beneficial. Such training should address operations at typical airports or alternately, at airports frequently experiencing low-visibility conditions, complex airports on the operator's route system, airports with particular low visibility ground movement difficulties, or rarely used but significant contingency airports, as determined appropriate by the operator.		High
Conduct Taxi	perform either PF or PM duties, unless otherwise limited by the operator's policies or aircraft characteristics (e.g., single HUD).		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi	Can apply use of the airport diagram after receiving a clearance, and confirms and verbalizes the assigned runway and taxi route, including any instructions to hold short of, or cross, a runway. If there is any doubt, speaks up and resolve the uncertainty before taxi		High
Conduct Taxi			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can use airport diagram to follow progress of the taxi operation		High
Conduct Taxi	Can execute bringing the aircraft to a complete stop, or be in a phase of taxiing that has no risk of a runway incursion before continuing with operational duties and checklists		High
Conduct Taxi	Can execute turning on the rotating beacon whenever an engine is running		High
Conduct Taxi	Can execute turning on navigation, position, anti-collision, and logo lights, if available, to signal intent to other pilots prior to commencing taxi		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can execute turning on the taxi light when the aircraft is moving or intending to move on the ground, and turning it off when stopped or yielding or as a consideration to other pilots or ground personnel		High
Conduct Taxi	Can execute illuminating all lights when crossing a runway when appropriate		High
Conduct Taxi		Can conduct a briefing on the timing and execution of aircraft checklists and company communications at the appropriate times and locations, ensuring the pilot who is not taxiing the aircraft can be available to participate in verbal coordination with the pilot who is taxiing the aircraft	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can consider the anticipated duration of the taxi operation, the locations of hot spots/complex intersections and runway crossings, and the visibility along the taxi route when briefing tasks or accomplishing checklists	High
Conduct Taxi		Can manage pilot workload and heads-down time during taxi by conducting predeparture checklists, including setting the takeoff flap setting, when the aircraft is stopped or while taxiing straight ahead on a taxiway without complex intersections and hot spots	High
Conduct Taxi		Can maintain a sterile cockpit during taxi operations	High
Conduct Taxi		Can manage the risk of expectation bias, and follow the clearance or instructions that are actually received, and not the ones they expected to receive.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can be alert to ATC instructions to hold short of an ILS critical area holding line.	High
Conduct Taxi		Can monitor the aircraft's progress on the airport diagram to ensure that the pilot taxiing the aircraft is following the instructions received from the ATC while maintaining outside vigilance	High
Conduct Taxi		Can respond to all hold short instructions, and verifies with other crew members or ATC to ensure agreement and understanding	High
Conduct Taxi		Can comply with hold short or crossing clearance when approaching an entrance to a runway.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can explain or demonstrate proper actions if the crew becomes disoriented: never stop on a runway, and initiate communications with ATC to regain orientation.	High
Conduct Taxi		Can demonstrate vigilance when instructed to taxi and "Line Up and Wait". Turns Traffic Alert and Collision Avoidance System (TCAS)/traffic advisory systems (TAS) on in order obtain awareness of any aircraft that may be landing on your runway.	High
Conduct Taxi		Can determine whether or not to accept last-minute turnoff instructions from ATC, refusing such clearance unless the crew clearly understands the instructions and are certain that they can safely comply.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can resolve all misunderstandings or disagreements regarding taxi clearance to the satisfaction of all flightcrew members before taxiing the aircraft.	High
Conduct Taxi		Can coordinate with other flightcrew member(s) if stopping and resuming the monitoring of the ATC frequency, for example when it becomes necessary for a flightcrew member to stop monitoring any ATC frequency to prepare the aircraft for takeoff or landing.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can assess any upcoming hold short instructions or clearances that could be misinterpreted prior to stopping and after resuming monitoring of the taxi. An example may include: "I'm heads-down, right turn ahead at Alpha," or "I'm back, any changes?"	High
Conduct Taxi		Can appreciate that time away from monitoring ATC should be avoided with complex taxi routing or crossing of runways. Any instructions or information received or transmitted during that flightcrew member's absence from the ATC frequency should be reviewed and confirmed upon his or her return.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can coordinate verbally at complex intersections to be sure that: the intersection is correctly identified and confirmed using the airport diagram and the heading indicator	High
Conduct Taxi		Can state “approaching (specific runway number) hold short line. Before crossing any hold short line, the flightcrew should visually scan to the left and to the right, including the full length of the runway and its approach paths, and coordinate verbally (e.g., “clear right/left” or that the scan area is not clear).	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can coordinate verbally and agree on the runway assigned by ATC, the upcoming assigned exit, and any restrictions, such as hold short points of an intersecting runway and the aircraft's parking area after landing	High
Conduct Taxi		Can consider any adverse effects to safety that illuminating the forward-facing lights will have on the vision of other pilots or ground personnel during runway crossings, and adjust operation accordingly	High
Conduct Taxi			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Resolution Advisory (RA)	Can respond to the RA with positive control inputs, when required, while the PM provides updates on the traffic location and cross-checks between the traffic display and monitors the response to the RA		High
Conduct TCAS Resolution Advisory (RA)	Can interpret the displayed information, and recognize the intruder causing the issuance of the RA (red square on display).		High
Conduct TCAS Resolution Advisory (RA)	Can respond to the corrective RA in the proper direction within 5 seconds of the RA being displayed		High
Conduct TCAS Resolution Advisory (RA)	Can respond to a change in the initially displayed RA withing 2.5 seconds		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Resolution Advisory (RA)	Can recognize and respond to altitude crossing RAs		High
Conduct TCAS Resolution Advisory (RA)	Can respond to preventive RAs by ensuring the VS needle remains outside the red area on the RA display.		High
Conduct TCAS Resolution Advisory (RA)	Can maintain vertical speed during "maintain rate" Ras		High
Conduct TCAS Resolution Advisory (RA)	Can recognize that a maintain rate RA may result in crossing through the intruder’s altitude.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Resolution Advisory (RA)		Can appreciate that if a decision is made to not follow an RA, no changes in the existing VS are made in a direction opposite to the sense of the displayed RA. Pilots should be aware that if the intruder is also TCAS equipped, the decision to not follow an RA may result in a decrease in separation at CPA because of the intruder's RA response	High
Conduct TCAS Resolution Advisory (RA)	Can execute a return towards the original clearance when the RA weakens, and when clear of conflict is annunciated, pilot executes a complete the return to the original clearance		High
Conduct TCAS Resolution Advisory (RA)		Can inform the controller of the RA as soon as time and workload permit, using the standard phraseology	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Resolution Advisory (RA)	Can comply with an ATC clearance while responding to an RA when possible. (For example, if the aircraft can level at the assigned altitude while responding to a reduce climb or reduce descent RA, it should be done)		High
Conduct TCAS Resolution Advisory (RA)		Can appreciate that If pilots simultaneously receive instructions to maneuver from ATC and an RA that are in conflict, the pilot should follow the RA.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Resolution Advisory (RA)		Can appreciate that TCAS only considers intruders that it believes to be a threat when selecting an RA. As such, it is possible for TCAS to issue an RA against one intruder that results in a maneuver towards another intruder that is not classified as a threat. If the second intruder becomes a threat, the RA will be modified to provide separation from that intruder.	High
Conduct TCAS Resolution Advisory (RA)		Can appreciate the consequences of both responding to, and not responding to, an RA	High
Conduct TCAS Traffic Advisory (TA)		Can confirm that the aircraft they have visually acquired is that which has caused the TA to be issued	High
Conduct TCAS Traffic Advisory (TA)	Can use all information shown on the display, and interpret bearing and range of the intruder (amber circle), whether it is above or below (data tag), and its VS direction (trend arrow).		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Traffic Advisory (TA)	Can use other available information is used to assist in visual acquisition. This includes ATC party-line information, traffic flow in use, etc.		High
Conduct TCAS Traffic Advisory (TA)		Can appreciate that the PF should not maneuver the aircraft based solely on the information shown on the TCAS display. No attempt should be made to adjust the current flightpath in anticipation of what an RA would advise.	High
Conduct TCAS Traffic Advisory (TA)		Can appreciate the limitations of making maneuvers based solely on visual acquisition, especially at high altitude or without a definite horizon	High
Conduct TCAS Traffic Advisory (TA)		Can take account of traffic advisory while preparing for a potential resolution advisory (pilot flying)	High
Conduct TCAS Traffic Advisory (TA)		Can monitor traffic location shown on the TCAS display, using this information to help visually acquire the intruder.	High
Conduct Visual Approach (VFR Procedures)			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 4			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Visual Approach (VFR Procedures)	Can conduct a visual approach.		High

4.5 Course 1 – SIM 5 Learning Objectives

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim	Can coordinate with crew and execute after landing checklists(s).		High
Conduct approach and landing with pitch mistrim	Can perform radio calls as appropriate		High
Conduct approach and landing with pitch mistrim	Can maintain a ground track that ensures the desired traffic pattern will be flown taking into consideration obstructions and ATC		High
Conduct approach and landing with pitch mistrim	Can confirm the airplane is aligned with the correct/assigned runway or landing surface.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct approach and landing with pitch mistrim	Can scan runway or landing surface and adjoining area for traffic and obstructions.		High
Conduct approach and landing with pitch mistrim	Can select a suitable touchdown point considering wind, landing surface, and obstructions.		High
Conduct approach and landing with pitch mistrim	Can perform establishing the recommended approach and landing configuration and airspeed, ±5 knots, and adjust pitch attitude and power as required to maintain a stabilized approach.		High
Conduct approach and landing with pitch mistrim	Can maintain directional control and appropriate crosswind correction throughout the approach and landing.		High
Conduct approach and landing with pitch mistrim	Can perform smooth, timely, and correct control application before, during, and after touchdown.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct approach and landing with pitch mistrim	Can execute touch down with the runway centerline between the main landing gear at the appropriate speed and pitch attitude at the runway aiming point markings -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High
Conduct approach and landing with pitch mistrim	Can execute deceleration to taxi speed (20 knots or less on dry pavement, 10 knots or less on contaminated pavement) to within the calculated landing distance plus 25% for the actual conditions with the runway centerline between the main landing gear		High
Conduct approach and landing with pitch mistrim	Can execute a timely go-around if the approach cannot be made within the tolerances specified above or for any other condition that may result in an unsafe approach or landing.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct approach and landing with pitch mistrim	Can apply runway incursion avoidance procedures.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct approach and landing with pitch mistrim		Can identify, assess, and manage risks, encompassing selection of a runway or approach path and touchdown area based aircraft limitations, available distance, surface conditions, and wind.	High
Conduct approach and landing with pitch mistrim		Can identify, assess, and manage risks, encompassing wake turbulence.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct approach and landing with pitch mistrim		Can identify, assess, and manage risks, encompassing Go-Around/Rejected Landing	High
Conduct approach and landing with pitch mistrim		Can identify, assess, and manage risks, encompassing land and Hold Short Operations (LAHSO)	High
Conduct approach and landing with pitch mistrim		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High
Conduct approach and landing with pitch mistrim		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct approach and landing with pitch mistrim		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, incorrect airport surface approach and landing, or improper task management.	High
Conduct Before Takeoff Checks		Can manage the risk of errors when assigned an RNAV DP and subsequently receives a change of runway, procedure or transition by verifying the appropriate changes are entered and available for navigation prior to takeoff.	High
Conduct Before Takeoff Checks			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can determine the airplane's takeoff performance for actual conditions and planned departure runway		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can coordinate with crew and execute the appropriate checklist(s) prior to takeoff in a timely manner		High
Conduct Before Takeoff Checks	Can confirm all systems checked are within an acceptable operating range and are safe for the proposed flight		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can explain any system operating characteristic or limitation and any corrective action for a malfunction during the checks		High
Conduct Before Takeoff Checks	Can determine airspeeds/V-speeds and set flight instruments appropriately		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can use flight director and autopilot controls for the current flight conditions and takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can perform configuration of navigation equipment for takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can configure communication equipment for takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can obtain and correctly interpret the takeoff and departure clearance		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can conduct a briefing that includes procedures for emergency and abnormal situations (e.g., powerplant failure, windshear), which may be encountered during takeoff, and state the planned action if they were to occur		High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing division of attention while conducting before takeoff checks	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing an unexpected change in the runway to be used for departure	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to verify performance data is correct and airspeeds and flight instruments are set for actual conditions and the departure runway	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to set navigation and communication equipment for departure	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to configure autopilot and flight director controls for departure	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to account for adverse weather conditions prior to takeoff (e.g., snow, ice, gusting crosswinds, low-visibility)	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing A powerplant failure during takeoff or other malfunction considering operational factors such as airplane characteristics, runway/takeoff path length, surface conditions, environmental conditions, and obstructions	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	High
Conduct Circling Approach			High
Conduct Circling Approach	Can comply with the circling approach procedure considering turbulence, windshear, and the maneuvering capability and approach category of the aircraft.		High
Conduct Circling Approach	Can confirm the direction of traffic and adhere to all restrictions and instructions issued by ATC .		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Circling Approach	Can perform establishing the correct approach and landing configuration		High
Conduct Circling Approach	Can maintain a stabilized approach and a descent rate that ensures arrival at the MDA, or the preselected circling altitude above the MDA, prior to the missed approach point.		High
Conduct Circling Approach	Can maintain airspeed ±5 knots, desired heading/track ±5°, and altitude +100/-0 feet until descending below the MDA or the preselected circling altitude above the MDA.		High
Conduct Circling Approach	Can perform visually maneuvering to a base or downwind leg appropriate for the landing runway and environmental conditions.		High
Conduct Circling Approach	Can perform a turn in the appropriate direction using the correct procedure and execute configuring the airplane if a missed approach occurs		High
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing failure to follow prescribed circling approach procedures.	High
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing executing a circling approach at night or with marginal visibility.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing losing visual contact with an identifiable part of the airport.	High
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	High
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing failure to maintain an appropriate altitude or airspeed while circling.	High
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing executing an improper missed approach after the MAP while circling.	High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures	Can select the appropriate instrument departure procedure.		High
Conduct Departure Procedures	Can select, identify and use the appropriate communication facilities associated with the procedure		High
Conduct Departure Procedures	Can select, identify and use the appropriate navigation facilities associated with the procedure		High
Conduct Departure Procedures	Can perform programming the FMS prior to departure and execute avionics setup of flight director and autopilot controls for the departure		High
Conduct Departure Procedures	Can use current and appropriate navigation publications or databases for the proposed flight		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can initiate two-way communications with the proper controlling agency		High
Conduct Departure Procedures	Can use proper phraseology and comply in a timely manner with all ATC instructions and airspace restrictions		High
Conduct Departure Procedures	Can perform interception of courses, radials, and bearings appropriate to the procedure, route or clearance		High
Conduct Departure Procedures	Can comply with all applicable charted procedures		High
Conduct Departure Procedures	Can maintain the appropriate airspeed ±10 knots, headings ±10°, and altitude ±100 feet, and accurately track a course, radial, or bearing		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can execute the departure phase to a point where the transition to the en route environment is complete		High
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing failure to communicate with ATC or follow published procedures and required climb gradients	High
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing limitations of air traffic avoidance equipment and use of see and avoid techniques	High
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing improper automation management	High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure			High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure			High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can recognize and correctly identify powerplant failure, execute memory items, and maintain positive airplane control.		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can coordinate with crew, if applicable, and complete the appropriate emergency procedures and checklist(s) for simulated propeller feathering or simulated powerplant shutdown.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can use flight controls in the proper combination as recommended by the manufacturer to maintain best performance and trim as required		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can maintain the operating powerplant(s) within acceptable operating limits.		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can perform establishing the recommended approach and landing configuration and airspeed, ±5 knots, and adjust pitch attitude and power as required to maintain a stabilized approach.		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can maintain directional control and appropriate crosswind correction throughout the approach and landing.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can perform smooth, timely, and correct control application before, during, and after touchdown.		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can execute touch down at the appropriate speed and pitch attitude at the runway aiming point markings, -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can maintain positive aircraft control throughout the landing using drag and braking devices, as appropriate, to come to a stop.		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can coordinate with crew and execute after landing checklists(s).		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure inflight or during an approach.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing improper airplane configuration.	High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing performing a go-around/rejected landing with a powerplant failure.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can respond appropriately to engine failure prior to or during an approach.		High
Conduct Emergency Procedure - Emergency evacuation			High
Conduct Emergency Procedure - Emergency evacuation	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High
Conduct Emergency Procedure - Emergency evacuation		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High
Conduct Emergency Procedure - Emergency evacuation		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	MOTOR SKILL LEARNING OBJECTIVES	ATTITUDE LEARNING OBJECTIVES	TASK EXPECTATION RATING
Conduct Emergency Procedure - Emergency evacuation		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High
Conduct Emergency Procedure - Emergency evacuation		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Inflight fire and smoke			High
Conduct Emergency Procedure - Inflight fire and smoke			High
Conduct Emergency Procedure - Inflight fire and smoke	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight fire and smoke		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High
Conduct Emergency Procedure - Inflight fire and smoke		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	High
Conduct Emergency Procedure - Inflight fire and smoke		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High
Conduct Emergency Procedure - Inflight fire and smoke		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart			High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can recognize and correctly identify powerplant failure, execute memory items, and maintain positive airplane control.		High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can coordinate with crew and execute the appropriate emergency procedures and checklist(s) for propeller feathering or powerplant shutdown.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can use flight controls in the proper combination as recommended by the manufacturer to maintain best performance and trim as required		High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can determine the cause for the powerplant failure and assess if a restart is a viable option.		High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can maintain the operating powerplant(s) within acceptable operating limits.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can maintain airspeed ±10 knots, specified heading ±10° and altitude ±100 feet as specified		High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can assess powerplant restart and, if appropriate, demonstrate the powerplant restart procedures in accordance with the manufacturer or operator specified procedures and checklists.		High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can select the nearest suitable airport or landing area.		High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart	Can perform communication with ATC as appropriate for the situation.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure during flight.	High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing failure to follow checklist procedures for a powerplant failure or a powerplant restart.	High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing incorrect diagnosis of the cause of the powerplant failure.	High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing improper airplane configuration.	High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing factors and situations that could lead to an inadvertent stall, spin, and loss of control with an inflight powerplant failure.	High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can execute continued takeoff following failures including engine failure after V1, and any critical failures for the aircraft type that could lead to lateral asymmetry during the takeoff;		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1			High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1			High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can execute continued takeoff if the powerplant failure occurs at a point where the airplane can continue to a specified airspeed and altitude at the end of the runway commensurate with the airplane's performance capabilities and operating limitations		High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can maintain the desired airspeed, ±5 knots after establishing a climb, and use flight controls in the proper combination as recommended by the manufacturer, to maintain best performance and trim		High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can use flight controls in the proper combination as recommended by the manufacturer to maintain best performance and trim as required		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can maintain the appropriate heading, ±5°, when powerplant failure occurs		High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can coordinate with crew and execute the appropriate checklist(s) following the powerplant failure.		High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure during takeoff considering operational factors such as takeoff warning inhibit systems, runway/takeoff path length, surface conditions, environment, obstructions, and LAHSO operations.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to brief the plan for a powerplant failure during takeoff, in a crew environment.	High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to correctly identify the inoperative engine (AMEL, AMES).	High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing inability to climb or maintain altitude with an inoperative powerplant (AMEL, AMES).	High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
		obstructions in an emergency.	
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)			High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)			High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can recognize and correctly identify powerplant failure, execute memory items, and maintain positive airplane control.		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can coordinate with crew, if applicable, and complete the appropriate emergency procedures and checklist(s) for simulated propeller feathering or simulated powerplant shutdown.		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can use flight controls in the proper combination as recommended by the manufacturer to maintain best performance and trim as required		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain the operating powerplant(s) within acceptable operating limits.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can perform radio calls as appropriate		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can assess and proceed toward the nearest suitable airport.		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can coordinate with crew and execute the approach and landing checklists(s).		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain the appropriate airplane configuration and airspeed considering meteorological and operating conditions.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can assess NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment and adjust the published MDA and visibility criteria for the aircraft approach category		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can initiate and maintain a predetermined rate of descent which approximates that required for the aircraft to follow the vertical guidance, at the point where vertical guidance begins		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain a stabilized approach, adjusting pitch and power as required, allowing no more than ¼-scale deflection of either the vertical or lateral guidance indications.		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain a stabilized final approach from the FAF to the DA/DH allowing no more than ¼-scale deflection of either the vertical or lateral guidance indications and maintain the desired airspeed ±5 knots.		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain directional control and appropriate crosswind correction throughout the approach and landing or missed approach.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can immediately execute the missed approach procedure if the required visual references for the runway are not distinctly visible and identifiable upon reaching the DA/DH,		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can execute a transition to a normal landing approach when the aircraft is in a position from which a descent to a landing on the runway can be made at a normal rate of descent using normal maneuvering upon reaching the DA/DH		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can perform smooth, timely, and correct control application before, during, and after touchdown or during the missed approach.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure inflight or during an approach.	High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing improper airplane configuration.	High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing landing with a powerplant failure.	High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing missed approach with a powerplant failure.	High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing maneuvering in IMC with a powerplant failure.	High
Conduct Instrument Takeoff			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can coordinate with crew and execute the appropriate checklist(s) prior to takeoff in a timely manner		High
Conduct Instrument Takeoff	Can execute setting of the applicable avionics and flight instruments prior to initiating the takeoff		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can perform radio calls as appropriate		High
Conduct Instrument Takeoff	Can verify assigned/correct runway		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can perform clearing the arrival area and execute taxiing into takeoff position and align the airplane on the runway centerline		High
Conduct Instrument Takeoff	Can maintain centerline and proper flight control inputs during the takeoff roll		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	can confirm takeoff power and proper engine and flight instrument indications prior to rotation making callouts, as appropriate, for the airplane or per the operator's procedures		High
Conduct Instrument Takeoff	Can rotates and lift off at the recommended airspeed, establish the desired pitch attitude, and accelerate to the desired airspeed/ V-speed.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can execute a smooth transition from visual meteorological conditions (VMC) to actual or simulated instrument meteorological conditions (IMC).		High
Conduct Instrument Takeoff	Can maintain desired heading ±5° and desired airspeeds ±5 knots.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can comply with ATC clearances and instructions issued by ATC , as appropriate		High
Conduct Instrument Takeoff	Can execute appropriate after-takeoff checklist(s) in a timely manner		High
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing selection of a runway based on aircraft performance and limitations, available distance, surface conditions, lighting, and wind	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing wake turbulence	High
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for rejected takeoff	High
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for Engine failure in takeoff phase of flight with the ceiling or visibility below the minimums for an instrument approach at departure airport	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for Engine failure in climb phase of flight with the ceiling or visibility below the minimums for an instrument approach at departure airport	High
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for low altitude maneuvering including stall, spin, or CFIT	High
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for distractions, loss of situational awareness, or improper task management.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff			High
Conduct Instrument Takeoff	Can perform applicable procedures during takeoff to address the transition from visual flight to instrument flight for both the pilot flying (PF) and pilot monitoring (PM), to include the use and limitations of any flight guidance or visual systems in use.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can demonstrate familiarization with operator's policies and procedures concerning constraints applicable to AWO takeoffs and landings on contaminated or cluttered runways. Limits should be noted for use of wet or icy runways as far as directional control or stopping performance is concerned, and flight crews should be familiar with appropriate constraints related to braking reports and the obscuration of appropriate lighting or markings. Refer to AC 91-79 for detailed information on runway contaminants and condition reporting.	High
Conduct Instrument Takeoff	Can execute normal takeoff at lowest applicable minima;		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can perform takeoff with failure of the flight guidance device or ground-based guidance system, at a critical point of the takeoff, unless these systems have failure characteristics that are extremely improbable.		High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures		Can identify, assess, and manage risks encompassing Inoperative equipment discovered prior to flight.	High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures		Can identify, assess, and manage risks encompassing external pressures and Aviation security concerns.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach			High
Conduct Landing From a Circling Approach			High
Conduct Landing From a Circling Approach	Can maintain the airport environment in sight and remain within the circling approach radius applicable to the approach category to a position from which a stabilized descent to landing can be made.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach	Can comply with all ATC advisories, such as NOTAMs, windshear, wake turbulence, runway surface, braking conditions, and other operational considerations.		High
Conduct Landing From a Circling Approach	Can perform alignment of the airplane for a normal landing on the selected runway without excessive maneuvering and without exceeding the normal operating limits of the airplane. The angle of bank should not exceed 30°.		High
Conduct Landing From a Circling Approach	Can perform smooth, timely, and correct control application throughout the circling maneuver and maintain appropriate airspeed, ±5 knots. If applicable, maintain altitude +100/−0 feet, and desired heading/track, ±5°.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach	Can confirm the airplane is configured for landing.		High
Conduct Landing From a Circling Approach	Can scan the landing runway and adjoining area for traffic and obstructions		High
Conduct Landing From a Circling Approach	Can execute touch down at the appropriate speed and pitch attitude at the runway aiming point markings, -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach	Can maintain positive aircraft control throughout the landing using drag and braking devices, as appropriate, to come to a stop.		High
Conduct Landing From a Circling Approach	Can demonstrate SRM or CRM, as appropriate.		High
Conduct Landing From a Circling Approach	Can apply runway incursion avoidance procedures.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing landing from a circling approach	High
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing selection of an approach procedure and runway based on pilot capability, aircraft limitations, available distance, surface conditions, and wind.	High
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing wake turbulence.	High
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for missed approach	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for land and hold short operations (LAHSO)	High
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for low altitude maneuvering including stall, spin, or CFIT.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for distractions, loss of situational awareness, or improper task management.	High
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for attempting to land from an unstable approach.	High
Conduct Landing From a Precision Approach			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			High
Conduct Landing From a Precision Approach	Can maintain the desired airspeed, ±5 knots, and vertical and lateral guidance within ¼-scale deflection of the indicators during the descent from DA/DH to a point where visual maneuvering is used to accomplish a normal landing.		High
Conduct Landing From a Precision Approach	Can comply with all ATC advisories, such as NOTAMs, windshear, wake turbulence, runway surface, braking conditions, and other operational considerations.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can execute touch down at the appropriate speed and pitch attitude at the runway aiming point markings, -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High
Conduct Landing From a Precision Approach	Can maintain positive airplane control throughout the landing using drag and braking devices, as appropriate, to come to a stop.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can demonstrate SRM or CRM, as appropriate.		High
Conduct Landing From a Precision Approach	Can apply runway incursion avoidance procedures.		High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing selection of an approach procedure and runway based on pilot capability, aircraft limitations, available distance, surface conditions, and wind.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing wake turbulence.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for missed approach	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for land and hold short operations (LAHSO)	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for low altitude maneuvering including stall, spin, or CFIT.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for distractions, loss of situational awareness, or improper task management.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for attempting to land from an unstable approach.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for flying below the glidepath.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for transitioning from instrument to visual references for landing.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can demonstrate familiarization with operator's policies and procedures concerning constraints applicable to AWO takeoffs and landings on contaminated or cluttered runways. Limits should be noted for use of wet or icy runways as far as directional control or stopping performance is concerned, and flight crews should be familiar with appropriate constraints related to braking reports and the obscuration of appropriate lighting or markings. Refer to AC 91-79 for detailed information on runway contaminants and condition reporting.	High
Conduct Landing From a Precision Approach			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can perform proper reaction to significant airborne system failures experienced prior to and after reaching the final approach fix (FAF), MDA, DA/DH, or AH. Expected pilot response to failure after touchdown should be addressed as well.		High
Conduct Landing From a Precision Approach			High
Conduct Landing From a Precision Approach	Can recognize and execute appropriate actions in response to ground or navigation system faults, failures or abnormalities at any point during the approach and landing.		High
Conduct Landing From a Precision Approach		Can appreciate that pilots should be familiar with the need to report navigation system anomalies or discrepancies, failures of any lighting system (e.g., approach lights, runway lights, touchdown zone (TDZ)	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
		lights, centerline lights), or any other discrepancies that could be pertinent to operations.	
Conduct Missed Approach - OEI	Can execute an one engine inoperative missed approach from a low altitude that could result in a touchdown during go-around (balked or rejected landing).		High
Conduct Missed Approach - OEI			High
Conduct Missed Approach - OEI			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI	Can apply the appropriate power setting for the flight condition and establish a pitch attitude necessary to obtain the desired performance during an one engine inoperative missed approach.		High
Conduct Missed Approach - OEI	Can perform retraction of the wing flaps/drag devices and landing gear, if appropriate, in the correct sequence and at a safe altitude, and initiate a positive rate of climb at the appropriate airspeed/V- speed, ±5 knots during an one engine inoperative missed approach.		High
Conduct Missed Approach - OEI	Can coordinate with crew and execute the appropriate procedures and checklist(s) in a timely manner during an one engine inoperative missed approach.		High
Conduct Missed Approach - OEI	Can comply with the published or alternate missed approach procedure during an one engine inoperative missed approach.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI	Can coordinate with ATC if unable to comply with a clearance, restriction, or climb gradient.		High
Conduct Missed Approach - OEI	Can maintain the heading, course, or bearing ±5°, and altitude(s) ±100 feet during the missed approach procedure during an one engine inoperative missed approach.		High
Conduct Missed Approach - OEI	Can use an MFD and other graphical navigation displays, if installed, to monitor position and track to help navigate the missed approach.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI	Can demonstrate effective CRM during an one engine inoperative missed approach.		High
Conduct Missed Approach - OEI	Can execute re-engagement of the autopilot at appropriate times during the one engine inoperative missed approach procedure.		High
Conduct Missed Approach - OEI	Can obtain ATC clearance to attempt another approach, proceed to the alternate airport, holding fix, or other clearance limit, as appropriate, or as directed by the evaluator during an one engine inoperative missed approach.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing failure to follow prescribed procedures during an one engine inoperative missed approach.	High
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing holding, diverting, or electing to fly the approach again during an one engine inoperative missed approach.	High
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach during an one engine inoperative missed approach.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing factors that might lead to executing an one engine inoperative missed approach procedure before the MAP or to a go-around below DA/MDA.	High
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems during an one engine inoperative missed approach.	High
Conduct Normal Approach and Landing with Crosswind			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind			High
Conduct Normal Approach and Landing with Crosswind			High
Conduct Normal Approach and Landing with Crosswind			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can coordinate with crew and execute after landing checklists(s).		High
Conduct Normal Approach and Landing with Crosswind	Can perform radio calls as appropriate		High
Conduct Normal Approach and Landing with Crosswind	Can maintain a ground track that ensures the desired traffic pattern will be flown taking into consideration obstructions and ATC		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can confirm the airplane is aligned with the correct/assigned runway or landing surface.		High
Conduct Normal Approach and Landing with Crosswind	Can scan runway or landing surface and adjoining area for traffic and obstructions.		High
Conduct Normal Approach and Landing with Crosswind	Can select a suitable touchdown point considering wind, landing surface, and obstructions.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can perform establishing the recommended approach and landing configuration and airspeed, ±5 knots, and adjust pitch attitude and power as required to maintain a stabilized approach.		High
Conduct Normal Approach and Landing with Crosswind	Can maintain directional control and appropriate crosswind correction throughout the approach and landing.		High
Conduct Normal Approach and Landing with Crosswind	Can perform smooth, timely, and correct control application before, during, and after touchdown.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can execute touch down with the runway centerline between the main landing gear at the appropriate speed and pitch attitude at the runway aiming point markings -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High
Conduct Normal Approach and Landing with Crosswind	Can execute deceleration to taxi speed (20 knots or less on dry pavement, 10 knots or less on contaminated pavement) to within the calculated landing distance plus 25% for the actual conditions with the runway centerline between the main landing gear		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can execute a timely go-around if the approach cannot be made within the tolerances specified above or for any other condition that may result in an unsafe approach or landing.		High
Conduct Normal Approach and Landing with Crosswind	Can apply runway incursion avoidance procedures.		High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing selection of a runway or approach path and touchdown area based aircraft limitations, available distance, surface conditions, and wind.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing wake turbulence.	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing Go-Around/Rejected Landing	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing land and Hold Short Operations (LAHSO)	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, incorrect airport surface approach and landing, or improper task management.	High
Conduct Normal Approach and Landing with Crosswind	Can execute normal landings at the lowest applicable minima for each authorized flight guidance and/or visual system.		High
Conduct Normal Approach and Landing with Crosswind	Can perform manual rollout in low visibility at applicable minima. (except for aircraft using an automatic fail operational (FO) rollout system)		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can perform landings at the limiting environmental conditions authorized for that operator with respect to wind, crosswind components, and runway surface friction characteristics		High
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind	Can coordinate with crew and complete the appropriate checklist(s) prior to takeoff in a timely manner		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can perform radio calls as appropriate		High
Conduct Normal Takeoff and Climb with Crosswind	Can verify assigned/correct runway		High
Conduct Normal Takeoff and Climb with Crosswind	Can verify the airplane is configured for takeoff		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can execute clearing of the area and taxi into takeoff position and align the airplane on the runway centerline		High
Conduct Normal Takeoff and Climb with Crosswind	Can maintain centerline and proper flight control inputs during the takeoff roll		High
Conduct Normal Takeoff and Climb with Crosswind	Can confirm takeoff power and proper engine and flight instrument indications prior to rotation and perform callouts as appropriate, for the airplane or per the operator's procedures		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can perform rotation and lift off at the recommended airspeed		High
Conduct Normal Takeoff and Climb with Crosswind	Can maintain a power setting and a pitch attitude to maintain the desired climb airspeed/V-speed, ±5 knots for each climb segment		High
Conduct Normal Takeoff and Climb with Crosswind	Can maintain desired heading ±5°		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can perform Retraction of the landing gear and flaps in accordance with manufacturer or operator procedures and limitations, as appropriate		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform wake turbulence avoidance		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can follow noise abatement procedures		High
Conduct Normal Takeoff and Climb with Crosswind	Can execute appropriate after-takeoff checklist(s) in a timely manner		High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing selection of a runway, or runway intersection aircraft limitations, available distance, surface conditions, and wind	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing wake turbulence	High
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for rejected takeoff	High
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for engine failure in takeoff phase of flight	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for engine failure in climb phase of flight	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing improper aircraft configuration or settings (e.g., trim, flaps, autobrakes, etc.)	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management	High
Conduct Normal Takeoff and Climb with Crosswind	Can perform takeoff in limiting crosswinds, winds, gusts, and runway surface friction to levels authorized. Training should be done at weights or on runways that represent a critical field length		High
Conduct OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems			High
Conduct OPSPEC B034 - IFR Class I Terminal and En Route Navigation Using Area Navigation Systems	Can conduct approach operations utilizing C073 criteria.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct OPSPEC C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)			High
Conduct Powerplant Start			High
Conduct Powerplant Start			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start	Can ensure the ground safety procedures are followed during the before-start, start, and after- start phase		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start	Can coordinate with crew and complete the appropriate checklist(s) prior to and after powerplant start.		High
Conduct Powerplant Start	Can identify an abnormal start or malfunction and execute the correct procedure		High
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing malfunctions during powerplant start	High
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing turbine powerplant safety	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing managing situations where specific instructions or checklist items are not published	High
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing personnel, vehicles, vessels, foreign object debris, and other aircraft in the vicinity during powerplant start	High
Conduct Precision Approach			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach			High
Conduct Precision Approach			High
Conduct Precision Approach			High
Conduct Precision Approach	Can perform the precision instrument approaches selected by the instructor/evaluator.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can initiate two-way communications with ATC appropriate for the phase of flight or approach segment, and use proper communication phraseology.		High
Conduct Precision Approach	Can execute selection, tuning, identification, and confirmation the operational status of navigation equipment to be used for the approach.		High
Conduct Precision Approach	Can comply in a timely manner with all clearances, instructions, and procedures.		High
Conduct Precision Approach	Can recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can coordinate with ATC if unable to comply with a clearance.		High
Conduct Precision Approach	Can maintain the appropriate airplane configuration and airspeed considering meteorological and operating conditions.		High
Conduct Precision Approach	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can assess NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment and adjust the published MDA and visibility criteria for the aircraft approach category		High
Conduct Precision Approach	Can initiate and maintain a predetermined rate of descent which approximates that required for the aircraft to follow the vertical guidance, at the point where vertical guidance begins		High
Conduct Precision Approach	Can maintain a stabilized final approach from the Final Approach Fix (FAF) to DA/DH allowing no more than ¼-scale deflection of either the vertical or lateral guidance indications and maintain the desired airspeed ±5 knots		High
Conduct Precision Approach	Can immediately initiate the missed approach procedures if the required visual references for the runway are not distinctly visible and identifiable upon reaching the DA/DH.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can, upon reaching the DA/DH, perform a transition to a normal landing when the aircraft is in a position from which a descent to a landing on the runway can be made at a normal rate of descent using normal maneuvering		High
Conduct Precision Approach	Can use an MFD and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.		High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing failure to follow the correct approach procedure (e.g. descending below the glideslope, etc.).	High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing selecting an incorrect navigation frequency.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing an unstable approach, including excessive descent rates.	High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing deteriorating weather conditions on approach.	High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing continuing to descend below the Decision Altitude (DA)/Decision Height (DH) when the required visual references are not visible.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach			High
Conduct Precision Approach	Can perform appropriate normal and non-normal procedures including crew duties, monitoring assignments, transfer of control during normal operations, appropriate automatic or crew-initiated call-outs, proper use of standard or special IAPs, applicable minima for normal configurations or for alternate or failure configurations, and reversion to higher minima in the event of failures		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	MOTOR SKILL LEARNING OBJECTIVES	ATTITUDE LEARNING OBJECTIVES	TASK EXPECTATION RATING
Conduct Precision Approach	Can perform procedures to address the transition from electronic monitoring displays to external visual references for both PF and PM for systems that include such displays.		High
Conduct Precision Approach			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can appreciate constraints for head winds, tail winds, crosswinds, and the effect of vertical and horizontal wind shear on automatic systems, flight directors (F/D), or other system (e.g., HUD, SVGS, etc.) performance. For systems such as HUDs that have a limited field of view (FOV), or synthetic reference systems, pilots should be familiar with the display limitations of these systems and expected pilot actions in the event that the aircraft reaches or exceeds a display limit capability.	High
Conduct Precision Approach	Can execute types of instrument procedures approved for the air carrier (standard and special, lowest straight-in, or circling minima, if applicable); according to the operators manuals, charts and checklists, on the aircraft type, model and series flown.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can use flight guidance and/or visual system(s) and their corresponding category(s) of minima for each authorized system;		High
Conduct Precision Approach	Can use NAVAID(s) and visual aids used (LVO/SMGCS lighting if applicable);		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can apply Flightcrew procedures used (e.g., PF/PM duties, monitored approach, or call-outs);		High
Conduct Precision Approach		Can demonstrate familiarization with airport and runway characteristics typically experienced;	High
Conduct Precision Approach			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can perform relevant normal, non-normal, and environmental conditions. Training and evaluation need only be conducted using relevant and representative procedures and conditions (e.g., a representative mix of day, night, dusk, variable/patchy conditions, representative temperatures, landing runway altitudes, precipitation conditions, turbulence, and icing conditions); and		High
Conduct Precision Approach	Can respond appropriately to aircraft and ground system failures.		High
Conduct Rejected Takeoff			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff			High
Conduct Rejected Takeoff			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff			High
Conduct Rejected Takeoff			High
Conduct Rejected Takeoff	Can execute aborted takeoff if the powerplant failure occurs at a point during the takeoff where the abort procedure can be initiated and the airplane can be safely stopped on the remaining runway		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff	Can execute prompt reduction of power and maintain positive aircraft control using drag and braking devices, as appropriate, to come to a stop		High
Conduct Rejected Takeoff	Can coordinate with crew, if applicable, and complete the appropriate procedures, checklist(s), and radio calls following a rejected takeoff in a timely manner		High
Conduct Rejected Takeoff		Can identify, assess, and manage risks, encompassing a powerplant failure or other malfunction during takeoff.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff		Can identify, assess, and manage risks, encompassing failure to maintain directional control following a rejected takeoff	High
Conduct Rejected Takeoff		Can identify, assess, and manage risks, encompassing rejecting takeoff with inadequate stopping distance	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff		Can identify, assess, and manage risks, encompassing a high-speed abort distractions, loss of situational awareness, or improper task management	High
Conduct Rejected Takeoff	Can execute Rejected takeoff from a point prior to V1 (including an engine failure);		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff	Can perform rejected takeoff requiring transfer of control (if applicable) for low-visibility takeoff minima where a flight guidance and/or vision system is required		High
Conduct Rejected Takeoff	Can perform rejected takeoff with failure of the flight guidance device or ground-based guidance system, at a critical point of the takeoff, unless these systems have failure characteristics that are extremely improbable.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Stall Prevention and Recovery Scenario per AC120-109A	Can execute Scenario-Based Training (SBT). The goal of SBT is to develop decision-making skills relating to stall prevention and recovery during Line-Oriented Flight Training (LOFT). Emphasis should be placed on preventing conditions that may lead to a stall event. SBT would normally be used after a pilot demonstrates proficiency in maneuver-based training and during advanced stages of training, such as upgrade training and recurrent training. (1) Scenarios. When possible, scenarios should include accident, incident, ASAP, FOQA, and/or ASRS data to provide realistic opportunities to see how threat situations may develop and how they should be managed during line operations. Sample SBT lesson plans are provided in Appendix 3. (2) Briefing. Pilots should not normally be briefed that they are receiving SBT. The concept is line-oriented flying, which allows the pilots to recognize and manage the expected or unexpected stall threats as they develop during		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
	normal operations. However, situations may arise where pilots exhibit excellent stall prevention skills and initiate a recovery prior to the complete unfolding of a scenario. That is the desired objective. In those instances, the instructor has the discretion whether to repeat the scenario and then showing and discussing how the many cues typically cascade as the event progresses. Such explanations can reinforce a pilot's knowledge and allow sharpening of awareness and prevention skills.		

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Stall Prevention and Recovery Scenario per AC120-109A	Can appreciate USING SURPRISE IN TRAINING. Surprise has been a factor in stall incidents and accidents. Although it may be difficult to create surprise in the training environment, if achieved, surprise events may provide a powerful lesson for the crew. The goal of using surprise in training is to provide the crew with a surprise experience to reinforce timely application of the effective recovery technique under potentially confusing circumstances. Considerable care should be used in surprise training to avoid a negative learning experience. Surprise should not be used during checking. Stall prevention training should incorporate event conditions and variables typical of an unintentional stall that are likely to result in surprise due to the unexpected stall development, presentation, and behavior.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Stall Prevention and Recovery Scenario per AC120-109A			High
Conduct Stall Prevention and Recovery Scenario per AC120-109A	Can conduct an impending stall recovery with only idle thrust available. See Appendix 2, Demonstration 1 for details.		High
Conduct Stall Prevention and Recovery Scenario per AC120-109A	Can conduct a clean configuration stall prevention (high altitude) scenario. See Appendix 3, Scenario 1 for details.		High
Conduct Stall Prevention and Recovery Scenario per AC120-109A	Can conduct a takeoff configuration stall prevention scenario. See Appendix 3, Scenario 2 for details.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Stall Prevention and Recovery Scenario per AC120-109A	Can conduct a landing configuration stall prevention scenario. See Appendix 3, Scenario 3 for details.		High
Conduct Taxi			High
Conduct Taxi			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi			High
Conduct Taxi			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi			High
Conduct Taxi	Can record taxi instructions, respond to taxi clearances, and review taxi routes on the airport diagram.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can use an airport diagram or taxi chart during taxi		High
Conduct Taxi	Can comply with ATC clearances and instructions and observe all runway hold lines, ILS critical areas, beacons, and other airport/taxiway markings and lighting		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can coordinate with crew, if applicable, and complete the appropriate checklist(s) prior to and during taxi		High
Conduct Taxi	Can maintain situational awareness during taxi		High
Conduct Taxi	Can maintain correct and positive airplane control, proper speed, appropriate use of wheel brakes and reverse thrust		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can maintain separation between other aircraft, vehicles, and persons to avoid an incursion/incident/accident		High
Conduct Taxi	Can use aircraft exterior lighting for day and night operations		High
Conduct Taxi		Can identify, assess, and manage risks, encompassing inappropriate activities and distractions	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing confirmation or expectation bias as related to taxi instructions	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can identify, assess, and manage risks, encompassing a taxi route or departure runway change	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing low visibility taxi operations	High
Conduct Taxi	Low visibility taxi and ground operations should be trained to the extent practical and beneficial. Such training should address operations at typical airports or alternately, at airports frequently experiencing low-visibility conditions, complex airports on the operator's route system, airports with particular low visibility ground movement difficulties, or rarely used but significant contingency airports, as determined appropriate by the operator.		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	perform either PF or PM duties, unless otherwise limited by the operator's policies or aircraft characteristics (e.g., single HUD).		High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi			High
Conduct Taxi	Can apply use of the airport diagram after receiving a clearance, and confirms and verbalizes the assigned runway and taxi route, including any instructions to hold short of, or cross, a runway. If there is any doubt, speaks up and resolve the uncertainty before taxi		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi			High
Conduct Taxi	Can use airport diagram to follow progress of the taxi operation		High
Conduct Taxi	Can execute bringing the aircraft to a complete stop, or be in a phase of taxiing that has no risk of a runway incursion before continuing with operational duties and checklists		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can execute turning on the rotating beacon whenever an engine is running		High
Conduct Taxi	Can execute turning on navigation, position, anti-collision, and logo lights, if available, to signal intent to other pilots prior to commencing taxi		High
Conduct Taxi	Can execute turning on the taxi light when the aircraft is moving or intending to move on the ground, and turning it off when stopped or yielding or as a consideration to other pilots or ground personnel		High
Conduct Taxi	Can execute illuminating all lights when crossing a runway when appropriate		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can conduct a briefing on the timing and execution of aircraft checklists and company communications at the appropriate times and locations, ensuring the pilot who is not taxiing the aircraft can be available to participate in verbal coordination with the pilot who is taxiing the aircraft	High
Conduct Taxi		Can consider the anticipated duration of the taxi operation, the locations of hot spots/complex intersections and runway crossings, and the visibility along the taxi route when briefing tasks or accomplishing checklists	High
Conduct Taxi		Can manage pilot workload and heads-down time during taxi by conducting predeparture checklists, including setting the takeoff flap setting, when the aircraft is stopped or while taxiing straight ahead on a taxiway without complex intersections and hot spots	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can maintain a sterile cockpit during taxi operations	High
Conduct Taxi		Can manage the risk of expectation bias, and follow the clearance or instructions that are actually received, and not the ones they expected to receive.	High
Conduct Taxi		Can be alert to ATC instructions to hold short of an ILS critical area holding line.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can monitor the aircraft's progress on the airport diagram to ensure that the pilot taxiing the aircraft is following the instructions received from the ATC while maintaining outside vigilance	High
Conduct Taxi		Can respond to all hold short instructions, and verifies with other crew members or ATC to ensure agreement and understanding	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can comply with hold short or crossing clearance when approaching an entrance to a runway.	High
Conduct Taxi		Can explain or demonstrate proper actions if the crew becomes disoriented: never stop on a runway, and initiate communications with ATC to regain orientation.	High
Conduct Taxi		Can demonstrate vigilance when instructed to taxi and “Line Up and Wait”. Turns Traffic Alert and Collision Avoidance System (TCAS)/traffic advisory systems (TAS) on in order obtain awareness of any aircraft that may be landing on your runway.	High
Conduct Taxi		Can determine whether or not to accept last-minute turnoff instructions from ATC, refusing such clearance unless the crew clearly understands the instructions and are certain that they can safely comply.	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can resolve all misunderstandings or disagreements regarding taxi clearance to the satisfaction of all flightcrew members before taxiing the aircraft.	High
Conduct Taxi		Can coordinate with other flightcrew member(s) if stopping and resuming the monitoring of the ATC frequency, for example when it becomes necessary for a flightcrew member to stop monitoring any ATC frequency to prepare the aircraft for takeoff or landing.	High
Conduct Taxi		Can assess any upcoming hold short instructions or clearances that could be misinterpreted prior to stopping and after resuming monitoring of the taxi. An example may include: “I’m heads-down, right turn ahead at Alpha,” or “I’m back, any changes?”	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can appreciate that time away from monitoring ATC should be avoided with complex taxi routing or crossing of runways. Any instructions or information received or transmitted during that flightcrew member's absence from the ATC frequency should be reviewed and confirmed upon his or her return.	High
Conduct Taxi		Can coordinate verbally at complex intersections to be sure that: the intersection is correctly identified and confirmed using the airport diagram and the heading indicator	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can state "approaching (specific runway number) hold short line. Before crossing any hold short line, the flightcrew should visually scan to the left and to the right, including the full length of the runway and its approach paths, and coordinate verbally (e.g., "clear right/left" or that the scan area is not clear).	High
Conduct Taxi		Can coordinate verbally and agree on the runway assigned by ATC, the upcoming assigned exit, and any restrictions, such as hold short points of an intersecting runway and the aircraft's parking area after landing	High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can consider any adverse effects to safety that illuminating the forward-facing lights will have on the vision of other pilots or ground personnel during runway crossings, and adjust operation accordingly	High
Conduct Taxi			High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 5			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Visual Approach (VFR Procedures)			High
Conduct Visual Approach (VFR Procedures)	Can conduct a visual approach.		High

4.6 Course 1 – SIM 6 Learning Objectives

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 6			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct LOFT (Optional Simulator Session 6)			High
Conduct LOFT (Optional Simulator Session 6)	Can demonstrate the observable behaviors classified under the ICAO Application of Procedures Competency		High
Conduct LOFT (Optional Simulator Session 6)		Can demonstrate the observable behaviors classified under the ICAO Communication Competency	High
Conduct LOFT (Optional Simulator Session 6)	Can demonstrate the observable behaviors classified under the ICAO Flight Path Management - Automation Competency		High
Conduct LOFT (Optional Simulator Session 6)	Can demonstrate the observable behaviors classified under the ICAO Flight Path Management - Manual Control Competency		High

HS-125 COURSE 1 - SIMULATOR (SIM) TRAINING 6			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct LOFT (Optional Simulator Session 6)		Can demonstrate the observable behaviors classified under the ICAO Leadership and Teamwork Competency	High
Conduct LOFT (Optional Simulator Session 6)		Can demonstrate the observable behaviors classified under the ICAO Problem Solving and Decision Making Competency	High
Conduct LOFT (Optional Simulator Session 6)		Can demonstrate the observable behaviors classified under the ICAO Situational Awareness and Management of Information Competency	High
Conduct LOFT (Optional Simulator Session 6)		Can demonstrate the observable behaviors classified under the ICAO Workload Management Competency	High
Conduct LOFT (Optional Simulator Session 6)			High

5 Overview – Course 2

6 Ground School Learning Objectives – Course 2

6.1 Course 2 – Ground School Learning Objectives

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft General, Water and Waste	Understand determining climb performance per AFM	Can explain the location, purpose and operation of emergency equipment in the aircraft
Aircraft General, Water and Waste	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology
Aircraft General, Water and Waste	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Aircraft General, Water and Waste	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Aircraft General, Water and Waste	Understand determining climb performance per AFM	Can describe normal and abnormal operation of the aircraft exits, galleys, water and waste systems, lavatories, cargo areas, crewmember and passenger seats, bulkheads, seating and/or cargo configurations, and nonemergency equipment and furnishings.

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft General, Water and Waste	Understand determining climb performance per AFM	Can describe Any aircraft characteristics relevant to all weather operations, such as flight deck visibility cutoff angles and the effect on flight deck visibility of proper eye height, seat position or instrument lighting intensities related to transition through areas of varying brightness levels. Pilots should be aware of the effects on flight visibility related to use of different flap settings, approach speeds, use of various landing or taxi lights, and proper procedures for use of windshield wipers and rain repellent. If windshield defog, anti-ice, or de-icing systems affect forward visibility, pilots should be aware of those effects and be familiar with proper settings for use of that equipment related to low-visibility landing.
Aircraft Manuals	Understand determining climb performance per AFM	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand determining climb performance per AFM	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand determining climb performance per AFM	Can obtain information from OEM manuals with regard to the systems and components

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand determining climb performance per AFM	Can obtain information from OEM manuals with regard to the systems and components
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Aircraft Manuals	Understand determining climb performance per AFM	Can obtain information from OEM manuals with regard to the systems and components

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand determining climb performance per AFM	Can obtain information from OEM manuals with regard to the systems and components
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Aircraft Manuals	Understand determining climb performance per AFM	Can obtain information from OEM manuals with regard to the systems and components

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COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
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HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Aircraft Manuals	Understand determining climb performance per AFM	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand determining climb performance per AFM	Can obtain information from OEM manuals with regard to the systems and components
Aircraft Manuals	Understand determining climb performance per AFM	Can explain that AFM guidelines supersede all other information
Auxiliary Power Unit	Understand determining climb performance per AFM	Can demonstrate familiarization with the contents of OEM manuals with regard to the systems and components
Auxiliary Power Unit	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Auxiliary Power Unit	Understand determining climb performance per AFM	Can explain system or component limitations
Auxiliary Power Unit	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Auxiliary Power Unit	Understand determining climb performance per AFM	Can explain immediate action items or memory items, if appropriate
Auxiliary Power Unit	Understand determining climb performance per AFM	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Auxiliary Power Unit	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Avionics and Communications	Understand determining climb performance per AFM	Can explain that RNAV 2 requires a total system error of not more than 2 NM for 95 percent of the total flight time
Avionics and Communications	Understand determining climb performance per AFM	Can explain that Receiver Autonomous Integrity Monitoring (RAIM) is a technique used within a GPS receiver/processor to monitor GPS signal performance and is achieved by a consistency check among redundant measurements.

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand determining climb performance per AFM	Can explain that a SID is a published IFR air traffic control (ATC) DP providing obstacle clearance and a transition from the terminal area to the en route structure.
Avionics and Communications	Understand determining climb performance per AFM	Can explain that the onboard navigation data must be current and appropriate for the region of intended operation and must include the navigation aids, waypoints, and relevant coded terminal airspace procedures for the departure, arrival, and alternate airfields.
Avionics and Communications	Understand determining climb performance per AFM	Can explain that at system initialization, pilots must confirm the navigation database is current and verify the aircraft's present position.

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand determining climb performance per AFM	Can explain that RNAV DPs and STAR procedures must be retrieved by procedure name from the onboard navigation database and conform to the charted procedure
Avionics and Communications	Understand determining climb performance per AFM	Can explain that whenever possible, RNAV routes should be extracted from the database in their entirety, rather than loading RNAV route waypoints from the database into the flight plan individually. Selecting and inserting individual, named fixes from the database is permitted, provided all fixes along the published route to be flown are inserted

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand determining climb performance per AFM	Can explain that pilots must use a lateral deviation indicator (or equivalent navigation map display), flight director and/or autopilot in lateral navigation mode on RNAV 1 routes. The full-scale course deviation indicator (CDI) deflection value of ±1 NM is acceptable

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand determining climb performance per AFM	Can explain that pilots of aircraft without GPS/GNSS, using DME/DME/IRU, must ensure the aircraft navigation system position is confirmed, within 1,000 feet, at the start point of takeoff roll. The use of an automatic or manual runway update is an acceptable means of compliance with this requirement. A navigation map may also be used to confirm aircraft position, if pilot procedures and display resolution allow for compliance with the 1,000-foot tolerance requirement
Avionics and Communications	Understand determining climb performance per AFM	Can describe the depiction of waypoint types (flyover and flyby) and path terminators

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand determining climb performance per AFM	Can explain the types of navigation sensors (for example, DME, IRU, GPS/GNSS) utilized by the RNAV system and associated system prioritization/weighting/logic
Avionics and Communications	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology
Avionics and Communications	Understand determining climb performance per AFM	Can explain system or component limitations
Avionics and Communications	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand determining climb performance per AFM	Can explain immediate action items or memory items, if appropriate
Avionics and Communications	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Avionics and Communications	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology
Avionics and Communications	Understand determining climb performance per AFM	Can explain system or component limitations

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Avionics and Communications	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Avionics and Communications	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology
Avionics and Communications	Understand determining climb performance per AFM	Can explain system or component limitations

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Avionics and Communications	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Avionics and Communications	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology
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HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology
Avionics and Communications	Understand determining climb performance per AFM	Can explain system or component limitations
Avionics and Communications	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
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COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology
Avionics and Communications	Understand determining climb performance per AFM	Can explain system or component limitations
Avionics and Communications	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Avionics and Communications	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology
Avionics and Communications	Understand determining climb performance per AFM	Can explain system or component limitations
Avionics and Communications	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Avionics and Communications	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
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Avionics and Communications	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology
Avionics and Communications	Understand determining climb performance per AFM	Can explain system or component limitations
Avionics and Communications	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Avionics and Communications	Understand determining climb performance per AFM	Can explain immediate action items or memory items, if appropriate

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
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Avionics and Communications	Understand determining climb performance per AFM	Can explain system or component limitations
Avionics and Communications	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Avionics and Communications	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Avionics and Communications	Understand determining climb performance per AFM	Can list required equipment for RNP operations

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand determining climb performance per AFM	Can interpret aircraft automation, mode annunciations, changes, alerts, interactions, reversions, and degradations
Avionics and Communications	Understand determining climb performance per AFM	Can explain functional integration with other aircraft systems
Avionics and Communications	Understand determining climb performance per AFM	Can list the types of navigation sensors used by the RNP system and their annunciations
Avionics and Communications	Understand determining climb performance per AFM	Can interpret electronic displays and symbols

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand determining climb performance per AFM	Can explain the importance of maintaining the published path and maximum airspeeds while performing RNP operations with Radius to Fix (RF) legs (if applicable)
Avionics and Communications	Understand determining climb performance per AFM	Can describe flightcrew contingency procedures for a loss of RNP capability; and
Avionics and Communications	Understand determining climb performance per AFM	Can explain the performance requirement to couple the autopilot (AP)/flight director (FD) to the navigation system's lateral guidance on RNP procedures, if required
Avionics and Communications	Understand determining climb performance per AFM	Can describe the meaning and proper use of aircraft equipment/navigation suffixes

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand determining climb performance per AFM	Can state the definition of RAIM
Avionics and Communications	Understand determining climb performance per AFM	Can explain that Pilots must extract waypoints, NAVAIDs, and fixes by name from the onboard navigation database and comply with the charted procedure or route
Avionics and Communications	Understand determining climb performance per AFM	Can explain that pilots may not manually enter published procedure or route waypoints via latitude/longitude, place/bearing, or place/bearing/distance into the aircraft system

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand determining climb performance per AFM	Can explain that Operators operating under parts 91K, 121, 125, 129, and 135 must also be equipped with at least one other independent navigation system in addition to an installed and operable RNAV system. This additional system must be suitable, in the event of loss of navigation capability of the RNAV system, for proceeding safely to a suitable airport and completing an instrument approach.
Avionics and Communications	Understand determining climb performance per AFM	Can explain that for the purposes of flight planning, any required alternate airport must have an available IAP that does not require the use of GPS.

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand determining climb performance per AFM	Can explain RAIM prediction requirements when using GPS as a substitute means of navigation
Avionics and Communications	Understand determining climb performance per AFM	Can explain that RNAV systems using WAAS input may be used as an alternate means of navigation without restriction.
Avionics and Communications	Understand determining climb performance per AFM	Can explain that RNAV systems using DME/DME/IRU, without GPS input, may be used as an alternate means of navigation where valid DME/DME position updating is published as available (for example, by NOTAM or authorization).

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand determining climb performance per AFM	Can explain that In order to use a substitute means of navigation on departure procedures, pilots of aircraft with RNAV systems using DME/DME/IRU, without GPS input, must ensure their aircraft navigation system position is confirmed, within 1,000 feet, at the start point of takeoff roll. The use of an automatic or manual runway update is an acceptable means of compliance with this requirement. A navigation map display may also be used to confirm aircraft position, if pilot procedures and display resolution allow for compliance with the 1,000-foot tolerance requirement.

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Avionics and Communications	Understand determining climb performance per AFM	Can interpret Other associated instrumentation and displays including any head-up display, guidance system, vision system, monitoring displays, status displays, mode annunciation displays, failure or warning annunciations, and associated system status displays that may be relevant. When such airborne systems are used as the basis for category(s) of minima (e.g. HUD or SVGS for Special Authorization (SA) CAT I; AP, F/D, or HUD for CAT I Landing Minima with Reduced Lighting (RVR 1800)), training should address the relationships between the various system components and the minima for which they are required.
Avionics and Communications	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
CRM/SRM	Understand determining climb performance per AFM	Can explain the characteristics of effective CRM
CRM/SRM	Understand determining climb performance per AFM	Can evaluate the authority of the pilot in command;
CRM/SRM	Understand determining climb performance per AFM	Can discuss communication processes, decisions, and coordination, to include communication with Air Traffic Control, personnel performing flight locating and other operational functions, and passengers;
CRM/SRM	Understand determining climb performance per AFM	Can manage building and maintenance of a flight team;

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
CRM/SRM	Understand determining climb performance per AFM	Can discuss workload and time management;
CRM/SRM	Understand determining climb performance per AFM	Can discuss methods for ensuring situational awareness is maintained
CRM/SRM	Understand determining climb performance per AFM	Can appreciate the effects of fatigue on performance, avoidance strategies and countermeasures;
CRM/SRM	Understand determining climb performance per AFM	Can appreciate the effects of stress and stress reduction strategies
CRM/SRM	Understand determining climb performance per AFM	Can determine aeronautical decision-making and judgment training tailored to the operator's flight operations and aviation environment.

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
CRM/SRM	Understand determining climb performance per AFM	Can explain the airplane pilot competency framework and associated observable behaviors
CRM/SRM	Understand determining climb performance per AFM	Can relate the airplane pilot competency framework to threat and error management
Electrical System	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology
Electrical System	Understand determining climb performance per AFM	Can explain system or component limitations
Electrical System	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Electrical System	Understand determining climb performance per AFM	Can explain immediate action items or memory items, if appropriate
Electrical System	Understand determining climb performance per AFM	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
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Electrical System	Understand determining climb performance per AFM	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Electrical System	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Fire and Smoke Detection, Protection and Suppression	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fire and Smoke Detection, Protection and Suppression	Understand determining climb performance per AFM	Can explain system or component limitations
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Fire and Smoke Detection, Protection and Suppression	Understand determining climb performance per AFM	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Fire and Smoke Detection, Protection and Suppression	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Flight Controls	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
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Flight Controls	Understand determining climb performance per AFM	Can explain system or component limitations

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Controls	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Flight Controls	Understand determining climb performance per AFM	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Flight Controls	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why OEI data may not ensure climb gradient compliance nor obstacle clearance

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain considerations for OEI departure development
Flight Planning and Performance	Understand determining climb performance per AFM	Can state the definition of take off segment
Flight Planning and Performance	Understand determining climb performance per AFM	Can state the definitions of gross and net flightpath
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain that there are two types of DPs: Standard Instrument Departures (SIDs) and Obstacle Departure Procedures (ODPs)

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain that SIDs are primarily designed for air traffic system enhancement to expedite traffic flow and to reduce pilot/controller workload.
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain that ODPs are recommended for obstruction clearance and may be flown without ATC clearance unless an alternate DP (SID or radar vector) has been specifically assigned by ATC.
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain how an unstabilized approach can contribute to a runway overrun
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain how high airport elevation can contribute to a runway overrun

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain how excess airspeed can contribute to a runway overrun
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain how airplane landing weight can contribute to an aircraft overrun
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain how landing beyond the intended touchdown point can contribute to a runway overrun
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain how downhill runway slope can contribute to a runway overrun
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain how landing with a tailwind can contribute to a runway overrun

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain predeparture planning versus runway condition at time of arrival
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain that factors affecting landing distance are cumulative, and why multiple small errors during landing can contribute to a runway overrun
Flight Planning and Performance	Understand determining climb performance per AFM	Can define declared runway distance
Flight Planning and Performance	Understand determining climb performance per AFM	Can define landing distance available
Flight Planning and Performance	Understand determining climb performance per AFM	Can define actual landing distance

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining climb performance per AFM	Can interpret and make proper runway condition reports
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain and demonstrate the use of charts, tables, and data to determine performance
Flight Planning and Performance	Understand determining climb performance per AFM	Can define "adjusted landing distance"
Flight Planning and Performance	Understand determining climb performance per AFM	Can define "unfactored (certified) landing distance"
Flight Planning and Performance	Understand determining climb performance per AFM	Can define "factored landing distance"

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining climb performance per AFM	Can describe the effect of downhill runway slope on required landing distance
Flight Planning and Performance	Understand determining climb performance per AFM	Can describe the impact of excess airspeed on landing distance
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain the purpose and variables involved in a landing performance assessment at time of arrival
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain the effect of wind on landing performance
Flight Planning and Performance	Understand determining climb performance per AFM	Can identify critical condition combinations that increase risk of a runway overrun

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain the difference between AFM dry, certified/approved data and advisory/supplemental data
Flight Planning and Performance	Understand determining climb performance per AFM	Can calculate the required effective landing distance for dispatch under part 91 and part 135 operations
Flight Planning and Performance	Understand determining climb performance per AFM	Can reference applicable regulations for preflight planning
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain the Can U StoP process
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain the difference between the generic samples in table 3-2 where cumulative errors are made, and table 3-3 where errors are not made

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain and demonstrate the use of charts, tables, and data to determine performance
Flight Planning and Performance	Understand determining climb performance per AFM	Can demonstrate proficient use of appropriate performance charts, tables, graphs, or other data to determine airplane performance and limitations for all phases of flight
Flight Planning and Performance	Understand determining climb performance per AFM	Can describe the effects of meteorological conditions on performance for any phase of flight and apply these factors to a specific chart, table, graph, or other performance data
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain and demonstrate the use of charts, tables, and data to determine performance

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining climb performance per AFM	Can demonstrate proficient use of appropriate performance charts, tables, graphs, or other data to determine airplane performance and limitations for all phases of flight
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain the airspeeds used during specific phases of flight
Flight Planning and Performance	Understand determining climb performance per AFM	Can describe the effects of meteorological conditions on performance for any phase of flight and apply these factors to a specific chart, table, graph, or other performance data
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain and demonstrate the use of charts, tables, and data to determine performance

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining climb performance per AFM	Can demonstrate proficient use of appropriate performance charts, tables, graphs, or other data to determine airplane performance and limitations for all phases of flight
Flight Planning and Performance	Understand determining climb performance per AFM	Can describe the effects of meteorological conditions on performance for any phase of flight and apply these factors to a specific chart, table, graph, or other performance data
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain and demonstrate the use of charts, tables, and data to determine performance

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining climb performance per AFM	Can demonstrate proficient use of appropriate performance charts, tables, graphs, or other data to determine airplane performance and limitations for all phases of flight
Flight Planning and Performance	Understand determining climb performance per AFM	Can describe the effects of meteorological conditions on performance for any phase of flight and apply these factors to a specific chart, table, graph, or other performance data
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain and demonstrate the use of charts, tables, and data to determine performance

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining climb performance per AFM	Can demonstrate proficient use of appropriate performance charts, tables, graphs, or other data to determine airplane performance and limitations for all phases of flight
Flight Planning and Performance	Understand determining climb performance per AFM	Can describe the effects of meteorological conditions on performance for any phase of flight and apply these factors to a specific chart, table, graph, or other performance data
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain and demonstrate the use of charts, tables, and data to determine performance

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining climb performance per AFM	Can demonstrate proficient use of appropriate performance charts, tables, graphs, or other data to determine airplane performance and limitations for all phases of flight
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain the airspeeds used during specific phases of flight
Flight Planning and Performance	Understand determining climb performance per AFM	Can describe the effects of meteorological conditions on performance for any phase of flight and apply these factors to a specific chart, table, graph, or other performance data
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain and demonstrate the use of charts, tables, and data to determine performance

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining climb performance per AFM	Can demonstrate proficient use of appropriate performance charts, tables, graphs, or other data to determine airplane performance and limitations for all phases of flight
Flight Planning and Performance	Understand determining climb performance per AFM	Can describe the effects of meteorological conditions on performance for any phase of flight and apply these factors to a specific chart, table, graph, or other performance data
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain and demonstrate the use of charts, tables, and data to determine performance

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining climb performance per AFM	Can demonstrate proficient use of appropriate performance charts, tables, graphs, or other data to determine airplane performance and limitations for all phases of flight
Flight Planning and Performance	Understand determining climb performance per AFM	Can describe the effects of meteorological conditions on performance for any phase of flight and apply these factors to a specific chart, table, graph, or other performance data
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain and demonstrate the use of charts, tables, and data to determine performance
Flight Planning and Performance	Understand determining climb performance per AFM	

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining climb performance per AFM	
Flight Planning and Performance	Understand determining climb performance per AFM	
Flight Planning and Performance	Understand determining climb performance per AFM	
Flight Planning and Performance	Understand determining climb performance per AFM	Can define Takeoff Distance
Flight Planning and Performance	Understand determining climb performance per AFM	Can define Takeoff Run

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining climb performance per AFM	Can define Accelerate-Stop Distance
Flight Planning and Performance	Understand determining climb performance per AFM	Can define Decision Speed
Flight Planning and Performance	Understand determining climb performance per AFM	Can define V_1 as Action Speed
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why using OEI data to comply with TERPS procedures is an unnecessary burden on operators
Flight Planning and Performance	Understand determining climb performance per AFM	Can locate FAA TALPA videos online

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining climb performance per AFM	Can state the different causes of RTOs
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain the difference between Takeoff Distance and Takeoff Run
Flight Planning and Performance	Understand determining climb performance per AFM	Can define V_1 and determine when V_1 is critical
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain the Balanced Field Concept
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain why V_1 can be no less than V_{MCG} nor can be no more than V_R

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain when takeoff field length and V_1 are critical and the consequences
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain the impact of wet runways on landing distances
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain the importance of a timely V_1 call.
Flight Planning and Performance	Understand determining climb performance per AFM	Can conduct a complete takeoff briefing and explain it's importance
Flight Planning and Performance	Understand determining climb performance per AFM	Can describe the segments of an instrument departure procedure

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining climb performance per AFM	Can explain basic purpose and applicability of OEI departure procedures
Flight Planning and Performance	Understand determining climb performance per AFM	Can describe the drawbacks of using OEI data to comply with TERPS procedures
Flight Planning and Performance	Understand determining climb performance per AFM	Can describe the meaning and proper use of aircraft equipment/navigation capability codes used on the flight plan

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Planning and Performance	Understand determining climb performance per AFM	Can demonstrate familiarization with aircraft performance or weight limit information to ensure safe obstacle clearance for “all engine” or “engine inoperative” missed approaches or rejected landings. Performance information should consider, as appropriate, flap settings, go-around procedures, acceleration segments or transition following an engine failure between the specified “all-engine lateral flightpath” (or radar vectors) and any specified “engine-inoperative lateral flightpath,” using flap retraction, and cleanup height procedures. Refer to AC 120-91 for further information.

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain the definition of a runway incursion: Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and takeoff of aircraft.
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain why thorough planning for taxi operations is essential for a safe operation

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can conduct briefing of the expected taxi route to include any hold short lines and runways to cross, hot spots, and any other potential conflicts. (Once taxi instructions are received, the pretaxi route should be reviewed and monitored. It is essential that any changes to the taxi route be understood by all crewmembers)

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can identify critical locations on the taxi route, where verbal coordination between the PIC and the SIC is important to avoid a runway incursion. (e.g., hot spots/complex intersections, crossing intervening runways, entering and lining up on the runway for takeoff, and approaching and lining up on the runway for landing)
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can conduct briefing of requirements and special considerations during low visibility operations such as: the low visibility taxi chart, if published for the airport

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can maintain knowledge of the aircraft's precise position throughout the taxi operation and mentally calculate the next location on the route that will require increased attention (e.g., a turn onto another taxiway, an intersecting runway, or hot spots)
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can interpret and use all visual aids, and signage and lighting on the airport surface
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can write down complex taxi instructions or copy taxi instructions into the scratch pad of the CDU

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain that before entering a runway for takeoff, the flightcrew should verbally coordinate to ensure correct flap setting, identification of the runway, compass heading, FMC entry, and receipt of the proper ATC clearance to use that runway
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain the parameters and importance of a stabilized approach
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain how excessive height over the runway threshold can contribute to a runway overrun
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain how delayed use of deceleration/maximum breaking can contribute to a runway overrun

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can describe the point at which landing configuration should be established in a stabilized approach
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can describe a stabilized approach profile for both VMC and IMC conditions
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can describe the characteristics of a stabilized descent rate
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can describe the characteristics of indicated airspeed during a stabilized approach

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain that ATP criteria for touchdown point is the aiming point markings - 250/+500 feet, or where there are no runway aiming point markings 750 to 1,500 feet from the approach threshold of the runway.
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain proper landing and braking technique
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can discuss the chain of events that lead to an overrun in this example, and relate it to their own experiences
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain the airspeeds used during specific phases of flight

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain the airspeeds used during specific phases of flight
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain the airspeeds used during specific phases of flight
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain the airspeeds used during specific phases of flight
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain the airspeeds used during specific phases of flight
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain the information available on an airport diagram, chart supplement and NOTAMS

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can interpret taxi instructions including published taxi routes
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can identify airport and runway markings, signs, and lights
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can describe appropriate aircraft lighting for day and night operations
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can describe appropriate flight deck activities prior to taxi, including route planning, identifying the location of Hot Spots, and coordinating with crew

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can describe proper procedures for entering or crossing runways
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain procedures for taxi on one engine
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain the hazards of low visibility taxi operations
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can describe conditions and situations that could warrant a rejected takeoff (e.g., takeoff warning systems, powerplant failure, other systems warning/failure)

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can describe safety considerations following a rejected takeoff
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain the procedure for accomplishing a rejected takeoff
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain accelerate/stop distance
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can define relevant V-speeds for a rejected takeoff
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain situations that would require an emergency descent (e.g., depressurization, smoke, or engine fire).

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain declaring an emergency and selection of a suitable airport or landing location
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain the importance of timely and correct decisions related to rejected takeoffs (RTO)
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain the importance of timely decisions in relation V_1
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain how use of published approach guidance in visual conditions can reduce errors

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can identify The runway and taxiway characteristics concerning width, safety areas, obstacle free zones, markings, hold lines, signs, holding spots, runway slope, suitability of threshold crossing height (TCH), critical area protection, taxiway position markings, runway distance remaining markings, runway distance remaining signs, and LVO/SMGCS should be addressed.

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain proper recovery procedures should emphasize that a reduction of the AOA is required to initiate recovery of all stall events. Additional information to incorporate into recovery training includes: Recognition of impending stall indications and understanding of the need to initiate the stall recovery procedure at an impending stall.

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain proper recovery procedures should emphasize that a reduction of the AOA is required to initiate recovery of all stall events. Additional information to incorporate into recovery training includes: Recognition of full stall indication (see paragraph 1-7) with the realization that most swept-wing transport category aircraft exhibit full stall characteristics different from those typically experienced in General Aviation (GA) aircraft used during certification training.

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain proper recovery procedures should emphasize that a reduction of the AOA is required to initiate recovery of all stall events. Additional information to incorporate into recovery training includes: For airplanes equipped with a stick pusher, recommended recovery actions in response to stick pusher activation.

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain proper recovery procedures should emphasize that a reduction of the AOA is required to initiate recovery of all stall events. Additional information to incorporate into recovery training includes: Avoiding cyclical or oscillatory control inputs to prevent exceeding the structural limits of the airplane.

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain proper recovery procedures should emphasize that a reduction of the AOA is required to initiate recovery of all stall events. Additional information to incorporate into recovery training includes: Structural considerations, including explanation of limit load, ultimate load, and the dangers of combining accelerative and rolling moments (i.e., the rolling pull) during recovery.

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain proper recovery procedures should emphasize that a reduction of the AOA is required to initiate recovery of all stall events. Additional information to incorporate into recovery training includes: The necessity for smooth, deliberate, and positive control inputs to avoid unacceptable load factors and secondary stalls.
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain proper recovery procedures should emphasize that a reduction of the AOA is required to initiate recovery of all stall events. Additional information to incorporate into recovery training includes: AOA must be reduced prior to controlling roll.

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain proper recovery procedures should emphasize that a reduction of the AOA is required to initiate recovery of all stall events. Additional information to incorporate into recovery training includes: Effectiveness of control surfaces and the order in which the control surfaces lose and regain their effectiveness (e.g., spoilers, ailerons, etc.).

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain proper recovery procedures should emphasize that a reduction of the AOA is required to initiate recovery of all stall events. Additional information to incorporate into recovery training includes: If a terrain awareness warning system (TAWS) warning is encountered during recovery from a low altitude stall event, recovery from the stall warning should take precedence. Once the airplane recovers from the stall event, then execute the TAWS escape maneuver.
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: AOA versus pitch angle.

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: Rate of onset including rate of airspeed decay (both low and high).
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: Airplane configuration and condition including weight, center of gravity (CG), landing gear, flaps/slats, spoilers/speed brakes, etc.

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: Asymmetric loading including thrust asymmetries, wing loading due to roll or yaw transients or uncoordinated flight.
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: G loading.
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: Bank angle.

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: Thrust and lift vectors.
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: Thrust required versus thrust available.
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: Wind shear.
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: Altitude.

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: Mach effects.
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: Situational Awareness.
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: Mode confusion, including unexpected/unannounced mode changes.

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: Unexpected transition from automated to manual flight.
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain an awareness of the factors that may lead to a stall event during automated and manual flight operations including: Contamination (ice), including the effect of icing on stall speed and stall warnings.

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can demonstrate an understanding of AOA indicators (if installed) or interpretation of other representations of AOA such as pitch-limit indicators or speed display symbology that can assist in stall prevention.
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain specific stall and low-speed buffet characteristics unique to the airplane type and any implications for the expected flight operations and airplane-specific stall recovery procedure (e.g., underwing mounted engines, t-tail, propellers, etc.).
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain for envelope protected airplanes, stall protection capabilities in normal and degraded modes.

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can describe thrust settings and its application.
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can demonstrate awareness of autoflight mode indications.
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain incorrect use of (including input errors) flightpath automated systems.

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain the operation and function of stall protection systems in normal, abnormal, and emergency situations, including the hazards of overriding or ignoring stall protection system indications. Awareness of the factors that may lead such systems to fail, as well as degraded modes, indications, or behaviors that may occur with system failures.
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain buffet boundary and margins in flight planning and operational flying.

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain the lower margins for stall onset and recovery (i.e., coffin corner) and possible buffet cueing differences on the high-speed versus the low-speed margin.
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain the principles of high altitude aerodynamics, performance capabilities, and limitations; including high altitude operations and flight techniques (i.e., the need to avoid secondary stall by extended nose-down recovery, compared to lower altitudes).

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain the differences in airplane performance (e.g., thrust available) during high versus low altitude operations, the effects of those differences on stall recovery, and the anticipated altitude loss during a recovery.

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain the differences between transport category airplane certification and GA airplane certification regarding use of flight controls at high AOA. For example, if the roll control system is compromised and the ailerons are unable to produce the required roll recovery, the rudder may be used with care during stall prevention and recovery. To maintain structural integrity, it is important to guard against control reversals—avoid rapid full-scale reversal of control deflection

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can demonstrate general awareness of example events. Although significant emphasis should be placed on preventing stall events, it is important for pilots to understand that, although rare, stall events continue to occur. Studying the causes and contributing factors of stall events give pilots more knowledge to help prevent or if necessary, recover from a stall event. A review of stall-related accidents, incidents, ASAP, FOQA, and ASRS data for the specific airplane type or class should be included in ground training.

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	Can explain the STICK PUSHER. For airplanes equipped with a stick pusher, stall recovery training includes ground training and practical training in an FFS. It is important for pilots to experience the sudden forward movement of the control yoke/stick during a stick pusher activation. From observations, most instructors state that, regardless of previous academic training, pilots usually resist the stick pusher on their first encounter. Usually, they immediately pull back on the control yoke/stick rather than releasing pressure as they have been taught. Therefore, pilots must receive practical stick pusher training in an FFS to develop the proper response (allowing the pusher to reduce AOA) when confronted with a stick pusher activation. Stick pusher training should be completed as a demonstration/practice exercise, including repetitions, until the pilot's reaction is to permit the reduction in AOA even at low altitudes. Pilot response to a deliberate activation of the pusher is not a checked maneuver.
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Flight Profiles and Maneuvers	Understand determining climb performance per AFM	
Fuel System	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology
Fuel System	Understand determining climb performance per AFM	Can explain system or component limitations
Fuel System	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Fuel System	Understand determining climb performance per AFM	Can explain immediate action items or memory items, if appropriate

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand determining climb performance per AFM	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Fuel System	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
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COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
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COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
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HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
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COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
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COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
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COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand determining climb performance per AFM	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
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COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Fuel System	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Fuel System	Understand determining climb performance per AFM	Can explain immediate action items or memory items, if appropriate
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HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Hydraulic System	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology
Hydraulic System	Understand determining climb performance per AFM	Can explain system or component limitations
Hydraulic System	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Hydraulic System	Understand determining climb performance per AFM	Can explain immediate action items or memory items, if appropriate

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Hydraulic System	Understand determining climb performance per AFM	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Hydraulic System	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
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COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Hydraulic System	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Hydraulic System	Understand determining climb performance per AFM	Can explain immediate action items or memory items, if appropriate
Hydraulic System	Understand determining climb performance per AFM	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
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COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Hydraulic System	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology
Hydraulic System	Understand determining climb performance per AFM	Can explain system or component limitations
Hydraulic System	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Hydraulic System	Understand determining climb performance per AFM	Can explain immediate action items or memory items, if appropriate

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Hydraulic System	Understand determining climb performance per AFM	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
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HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Hydraulic System	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
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COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Hydraulic System	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology
Hydraulic System	Understand determining climb performance per AFM	Can explain system or component limitations
Hydraulic System	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Hydraulic System	Understand determining climb performance per AFM	Can explain immediate action items or memory items, if appropriate

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Hydraulic System	Understand determining climb performance per AFM	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Hydraulic System	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Ice Protection	Understand determining climb performance per AFM	Can explain that regulations prohibit takeoff when snow, ice, or frost is adhering to wings, propellers, or control surfaces of an aircraft.

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand determining climb performance per AFM	Can explain that the degradation in aircraft performance and changes in flight characteristics when frozen contaminants are present are wide ranging, unpredictable, and highly dependent upon individual aircraft design
Ice Protection	Understand determining climb performance per AFM	Can explain that the PIC has the ultimate responsibility to determine if the aircraft is clean and that the aircraft is in a condition for safe flight.

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand determining climb performance per AFM	Can explain that in order to achieve compliance with the clean aircraft concept, it is imperative that takeoff not be attempted in any aircraft unless the pilot-in-command (PIC) is certain that critical components of the aircraft are free of frozen contaminants.
Ice Protection	Understand determining climb performance per AFM	Can explain that for aircraft type specific procedures, pilots should refer to the aircraft flight manuals or other manufacturer documents developed for that particular type aircraft

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand determining climb performance per AFM	Can explain that icing conditions (during flight or ground operations) can occur, and ice protection systems or procedures should be activated when OAT is below 50 degrees F (10 degrees C) and visible moisture in any form is present or when there is standing water, ice, or snow on the runway and/or taxiways.

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand determining climb performance per AFM	Can explain that residual ice or slush accumulated on airframe components during landing and taxi operations on contaminated runways, taxiways and ramps, can remain in place if low temperatures and other weather conditions exist unless identified and removed. Contaminants of this type are commonly found in wheel wells, on landing gear components, trailing edge flaps, undersurfaces of wings and horizontal stabilizers

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand determining climb performance per AFM	Can explain that the deicing process is intended to restore the aircraft to a clean configuration so that neither degradation of aerodynamic characteristics nor mechanical interference from contaminants will occur
Ice Protection	Understand determining climb performance per AFM	Can explain that it is essential that the PIC have a thorough understanding of the deicing and anti-icing process and the approved procedures necessary to ensure that the aircraft is clean for takeoff.
Ice Protection	Understand determining climb performance per AFM	Can explain that anti-icing should be performed as near to the takeoff time as possible to minimize the risk of exceeding the useful life or time of effectiveness of the anti-icing fluid

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
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Ice Protection	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology
Ice Protection	Understand determining climb performance per AFM	Can explain system or component limitations
Ice Protection	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Ice Protection	Understand determining climb performance per AFM	Can explain immediate action items or memory items, if appropriate

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COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand determining climb performance per AFM	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
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COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand determining climb performance per AFM	Can explain system or component limitations
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Ice Protection	Understand determining climb performance per AFM	Can explain immediate action items or memory items, if appropriate
Ice Protection	Understand determining climb performance per AFM	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Ice Protection	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Ice Protection	Understand determining climb performance per AFM	Can describe characteristics of type I fluid

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Ice Protection	Understand determining climb performance per AFM	Can describe characteristics of type II, III and IV fluid
Ice Protection	Understand determining climb performance per AFM	Can describe differences between holdover time guidelines of the four fluid types
Landing Gear and Brakes	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology
Landing Gear and Brakes	Understand determining climb performance per AFM	Can explain system or component limitations
Landing Gear and Brakes	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand determining climb performance per AFM	Can explain immediate action items or memory items, if appropriate
Landing Gear and Brakes	Understand determining climb performance per AFM	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Landing Gear and Brakes	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Landing Gear and Brakes	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand determining climb performance per AFM	Can explain system or component limitations
Landing Gear and Brakes	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Landing Gear and Brakes	Understand determining climb performance per AFM	Can explain immediate action items or memory items, if appropriate
Landing Gear and Brakes	Understand determining climb performance per AFM	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
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HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
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Landing Gear and Brakes	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Landing Gear and Brakes	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
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Landing Gear and Brakes	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Landing Gear and Brakes	Understand determining climb performance per AFM	Can explain immediate action items or memory items, if appropriate
Landing Gear and Brakes	Understand determining climb performance per AFM	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Landing Gear and Brakes	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Lighting	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Lighting	Understand determining climb performance per AFM	Can explain system or component limitations
Lighting	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Lighting	Understand determining climb performance per AFM	Can explain immediate action items or memory items, if appropriate
Lighting	Understand determining climb performance per AFM	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Lighting	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
MEL and CDL	Understand determining climb performance per AFM	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand determining climb performance per AFM	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures

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COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
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HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand determining climb performance per AFM	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand determining climb performance per AFM	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
MEL and CDL	Understand determining climb performance per AFM	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand determining climb performance per AFM	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
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HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand determining climb performance per AFM	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
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HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
MEL and CDL	Understand determining climb performance per AFM	Can apply the use of a Minimum Equipment List (MEL) and a Configuration Deviation List (CDL) to document inoperative components of this system and explain related procedures
Oil System	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology
Oil System	Understand determining climb performance per AFM	Can explain system or component limitations
Oil System	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Oil System	Understand determining climb performance per AFM	Can explain immediate action items or memory items, if appropriate
Oil System	Understand determining climb performance per AFM	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Oil System	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Oxygen	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Oxygen	Understand determining climb performance per AFM	Can explain system or component limitations
Oxygen	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Oxygen	Understand determining climb performance per AFM	Can explain immediate action items or memory items, if appropriate
Oxygen	Understand determining climb performance per AFM	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Oxygen	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
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Oxygen	Understand determining climb performance per AFM	Can explain system or component limitations
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HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
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Oxygen	Understand determining climb performance per AFM	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
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HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Oxygen	Understand determining climb performance per AFM	Can explain system or component limitations
Oxygen	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Oxygen	Understand determining climb performance per AFM	Can explain immediate action items or memory items, if appropriate
Oxygen	Understand determining climb performance per AFM	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Oxygen	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Pitot-static System	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology
Pitot-static System	Understand determining climb performance per AFM	Can explain system or component limitations
Pitot-static System	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pitot-static System	Understand determining climb performance per AFM	Can explain immediate action items or memory items, if appropriate
Pitot-static System	Understand determining climb performance per AFM	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
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HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
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HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pitot-static System	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Pneumatic and Environmental Systems	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology
Pneumatic and Environmental Systems	Understand determining climb performance per AFM	Can explain system or component limitations
Pneumatic and Environmental Systems	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals

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HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pneumatic and Environmental Systems	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
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HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pneumatic and Environmental Systems	Understand determining climb performance per AFM	Can explain immediate action items or memory items, if appropriate
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COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
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COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Pneumatic and Environmental Systems	Understand determining climb performance per AFM	Can explain immediate action items or memory items, if appropriate
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Pneumatic and Environmental Systems	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Powerplant	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Understand determining climb performance per AFM	Can explain system or component limitations
Powerplant	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
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COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
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COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
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COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
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COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology
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HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Powerplant	Understand determining climb performance per AFM	Can explain immediate action items or memory items, if appropriate
Powerplant	Understand determining climb performance per AFM	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Powerplant	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Understand determining climb performance per AFM	Can describe normal powerplant start procedures and limitations with APU
Powerplant	Understand determining climb performance per AFM	Can describe abnormal powerplant start procedures and limitations without APU
Powerplant	Understand determining climb performance per AFM	
Powerplant	Understand determining climb performance per AFM	
Powerplant	Understand determining climb performance per AFM	

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Powerplant	Understand determining climb performance per AFM	
Preflight	Understand determining climb performance per AFM	Can explain which items must be inspected per the OEM Manuals using pictorial preflight
Preflight	Understand determining climb performance per AFM	Can explain the reasons for checking each item during preflight
Preflight	Understand determining climb performance per AFM	Can describe how to detect possible defects
Preflight	Understand determining climb performance per AFM	Can explain how to coordinate checklist with crew, if appropriate

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Preflight	Understand determining climb performance per AFM	
Preflight	Understand determining climb performance per AFM	
Propellers	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology
Propellers	Understand determining climb performance per AFM	Can explain system or component limitations
Propellers	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Propellers	Understand determining climb performance per AFM	Can explain immediate action items or memory items, if appropriate
Propellers	Understand determining climb performance per AFM	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Propellers	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
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HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Propellers	Understand determining climb performance per AFM	Can explain system or component limitations
Propellers	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Propellers	Understand determining climb performance per AFM	Can explain immediate action items or memory items, if appropriate
Propellers	Understand determining climb performance per AFM	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Propellers	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
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COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Propellers	Understand determining climb performance per AFM	Can explain immediate action items or memory items, if appropriate
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HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Propellers	Understand determining climb performance per AFM	Can explain system or component limitations
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HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Propellers	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Propellers	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology
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HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Propellers	Understand determining climb performance per AFM	Can explain immediate action items or memory items, if appropriate
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HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Propellers	Understand determining climb performance per AFM	Can explain system or component limitations
Propellers	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
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HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Propellers	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Propellers	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology
Propellers	Understand determining climb performance per AFM	Can explain system or component limitations
Propellers	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Propellers	Understand determining climb performance per AFM	Can explain immediate action items or memory items, if appropriate
Propellers	Understand determining climb performance per AFM	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device
Propellers	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Thrust Reverse	Understand determining climb performance per AFM	Can describe the operation of the airplane systems and components using correct terminology

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Thrust Reverse	Understand determining climb performance per AFM	Can explain system or component limitations
Thrust Reverse	Understand determining climb performance per AFM	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals
Thrust Reverse	Understand determining climb performance per AFM	Can explain immediate action items or memory items, if appropriate
Thrust Reverse	Understand determining climb performance per AFM	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Thrust Reverse	Understand determining climb performance per AFM	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device
Weight and Balance	Understand determining climb performance per AFM	Can reference air carrier weight and balance procedures if applicable
Weight and Balance	Understand determining climb performance per AFM	Can explain and demonstrate the use of charts, tables, and data to determine performance
Weight and Balance	Understand determining climb performance per AFM	Can demonstrate proficient use of appropriate performance charts, tables, graphs, or other data to determine airplane performance and limitations for all phases of flight

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Windshear	Understand determining climb performance per AFM	Can discuss windshear recognition
Windshear	Understand determining climb performance per AFM	Can discuss windshear pilot technique
Windshear	Understand determining climb performance per AFM	Can discuss windshear encounter during takeoff after liftoff
Windshear	Understand determining climb performance per AFM	Can discuss windshear encounter during takeoff while on the runway
Windshear	Understand determining climb performance per AFM	Can discuss windshear encounter on the approach

HS-125 COURSE 2 – GROUND SCHOOL LEARNING OBJECTIVES		
COURSE 2	**TASKS**	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**
Windshear	Understand determining climb performance per AFM	Can discuss general windshear recovery technique

7 Simulator Training Learning Objectives – Course 2

7.1 Course 2 – SIM 1 Learning Objectives

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct after landing, parking and securing			High
Conduct after landing, parking and securing	Can demonstrate runway incursion avoidance procedures.		High
Conduct after landing, parking and securing	Can comply with ATC instructions and perform radio calls as appropriate.		High
Conduct after landing, parking and securing	Can coordinate with crew, if applicable, and execute the appropriate checklist(s) after clearing the runway.		High
Conduct after landing, parking and securing	Can perform parking in the appropriate area, considering the safety of nearby persons and property.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct after landing, parking and securing	Can execute a postflight inspection and document discrepancies and servicing requirements, if any.		High
Conduct after landing, parking and securing	Can perform securing the airplane.		High
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing inappropriate activities and distractions.	High
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing confirmation or expectation bias as related to taxi instructions.	High
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing propeller, turbofan inlet, and exhaust safety.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing airport specific security procedures.	High
Conduct after landing, parking and securing		Can identify, assess, and manage risks, encompassing disembarking passengers.	High
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim			High
Conduct approach and landing with pitch mistrim			High
Conduct Arrival Procedures			High
Conduct Arrival Procedures			High
Conduct Arrival Procedures			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures			High
Conduct Arrival Procedures	Can select, identify and use the appropriate communication and navigation facilities associated with the arrival		High
Conduct Arrival Procedures	Can perform setup of FMS and avionics to include flight director and autopilot controls for the arrival, if applicable		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures	Can use current and appropriate navigation publications or databases for the proposed flight		High
Conduct Arrival Procedures	Can initiate two-way communications with the proper controlling agency		High
Conduct Arrival Procedures	Can use proper phraseology and comply in a timely manner with all ATC instructions and airspace restrictions		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures	Can perform interception of courses, radials, and bearings appropriate to the procedure, route or clearance		High
Conduct Arrival Procedures	Can comply with all applicable charted procedures		High
Conduct Arrival Procedures	Can comply with airspeed restrictions required by regulation, procedure, aircraft limitation or ATC		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures	Can maintain rate of descent consistent with the route segment, airplane operating characteristics and safety		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures	Can maintain the appropriate airspeed/V-speed ±10 knots, but not less than VRef if applicable, heading ±10°, altitude ±100 feet, and accurately track radials, courses, and bearings		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing failure to communicate with ATC or follow published procedures.	High
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing failure to recognize limitations of traffic avoidance equipment.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing failure to use see and avoid techniques when possible.	High
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing improper automation management.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Arrival Procedures		Can identify, assess, and manage risks, encompassing ATC instructions that modify an arrival or discontinue/resume the aircraft's lateral or vertical navigation on an arrival.	High
Conduct Arrival Procedures			High
Conduct Arrival Procedures			High
Conduct Arrival Procedures			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can manage the risk of errors when assigned an RNAV DP and subsequently receives a change of runway, procedure or transition by verifying the appropriate changes are entered and available for navigation prior to takeoff.	High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High
Conduct Before Takeoff Checks			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can determine the airplane's takeoff performance for actual conditions and planned departure runway		High
Conduct Before Takeoff Checks	Can coordinate with crew and execute the appropriate checklist(s) prior to takeoff in a timely manner		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can confirm all systems checked are within an acceptable operating range and are safe for the proposed flight		High
Conduct Before Takeoff Checks	Can explain any system operating characteristic or limitation and any corrective action for a malfunction during the checks		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can determine airspeeds/V-speeds and set flight instruments appropriately		High
Conduct Before Takeoff Checks	Can use flight director and autopilot controls for the current flight conditions and takeoff and departure clearances		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can perform configuration of navigation equipment for takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can configure communication equipment for takeoff and departure clearances		High
Conduct Before Takeoff Checks	Can obtain and correctly interpret the takeoff and departure clearance		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks	Can conduct a briefing that includes procedures for emergency and abnormal situations (e.g., powerplant failure, windshear), which may be encountered during takeoff, and state the planned action if they were to occur		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing division of attention while conducting before takeoff checks	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing an unexpected change in the runway to be used for departure	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to verify performance data is correct and airspeeds and flight instruments are set for actual conditions and the departure runway	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to set navigation and communication equipment for departure	High
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to configure autopilot and flight director controls for departure	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to account for adverse weather conditions prior to takeoff (e.g., snow, ice, gusting crosswinds, low-visibility)	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing A powerplant failure during takeoff or other malfunction considering operational factors such as airplane characteristics, runway/takeoff path length, surface conditions, environmental conditions, and obstructions	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Before Takeoff Checks		Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	High
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A			High
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A			High
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A			High
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A			High
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A	Can maintain coordinated flight in simulated or actual instrument conditions throughout the maneuver		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A	Can perform smooth adjustment of pitch attitude, bank angle (15°-30°), and power setting either manually or with the autopilot engaged		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	MOTOR SKILL LEARNING OBJECTIVES	ATTITUDE LEARNING OBJECTIVES	TASK EXPECTATION RATING
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A	Can recognize the cues and execute prompt recovery at the first indication of an impending stall (e.g., buffet, stall horn, stick shaker, etc.)		High
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A	Can execute a stall recovery in accordance with procedures set forth in the POH/AFM		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A	Can execute a return to the desired flight path		High
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing factors and situations that could lead to an inadvertent stall, spin, and loss of control during cruise flight	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing range and limitations of stall warning indicators (e.g., aircraft buffet, stall horn, stick shaker, etc.)	High
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing failure to recognize and recover at the stall warning	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing improper stall recovery procedure	High
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing secondary stalls, accelerated stalls, elevator trim stalls, and cross-control stalls	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing effect of environmental elements on aircraft performance while in cruise flight as it relates to stalls (e.g., turbulence, microbursts, and high-density altitude)	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Clean Configuration Stall prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing distractions, loss of situational awareness, or improper task management	High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High
Conduct Departure Procedures			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can select the appropriate instrument departure procedure.		High
Conduct Departure Procedures	Can select, identify and use the appropriate communication facilities associated with the procedure		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can select, identify and use the appropriate navigation facilities associated with the procedure		High
Conduct Departure Procedures	Can perform programming the FMS prior to departure and execute avionics setup of flight director and autopilot controls for the departure		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can use current and appropriate navigation publications or databases for the proposed flight		High
Conduct Departure Procedures	Can initiate two-way communications with the proper controlling agency		High
Conduct Departure Procedures	Can use proper phraseology and comply in a timely manner with all ATC instructions and airspace restrictions		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can perform interception of courses, radials, and bearings appropriate to the procedure, route or clearance		High
Conduct Departure Procedures	Can comply with all applicable charted procedures		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures	Can maintain the appropriate airspeed ±10 knots, headings ±10°, and altitude ±100 feet, and accurately track a course, radial, or bearing		High
Conduct Departure Procedures	Can execute the departure phase to a point where the transition to the en route environment is complete		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing failure to communicate with ATC or follow published procedures and required climb gradients	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing limitations of air traffic avoidance equipment and use of see and avoid techniques	High
Conduct Departure Procedures		Can identify, assess, and manage risks, encompassing improper automation management	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures			High
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures		Can identify, assess, and manage risks encompassing Inoperative equipment discovered prior to flight.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Interior and exterior preflight/Visual Inspection and prestart procedures		Can identify, assess, and manage risks encompassing external pressures and Aviation security concerns.	High
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A			High
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A			High
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A			High
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A	Can perform smooth adjustment of pitch attitude, bank angle (15°-30°), and power setting either manually or with the autopilot engaged		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A	Can recognize the cues and execute prompt recovery at the first indication of an impending stall (e.g., buffet, stall horn, stick shaker, etc.)		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A	Can perform establishment of the landing configuration (i.e., lift/drag devices set and landing gear extended) and maintain coordinated flight in simulated or actual instrument conditions throughout the maneuver		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A	Can recognize the cues and execute prompt recovery at the first indication of an impending stall (e.g., buffet, stall horn, stick shaker, etc.)		High
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A	Can execute a stall recovery in accordance with procedures set forth in the POH/AFM		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A	Can execute retraction of the flaps or other lift/drag devices to the recommended setting, retract the landing gear after a positive rate of climb is established and return to the desired flight path		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing factors and situations that could lead to an inadvertent stall, spin, and loss of control during landing	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing range and limitations of stall warning indicators (e.g., aircraft buffet, stall horn, stick shaker, etc.)	High
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing failure to recognize and recover at the stall warning	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing improper stall recovery procedure	High
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing secondary stalls, accelerated stalls, elevator trim stalls, and cross-control stalls	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing the effect of environmental elements on aircraft performance while landing as it relates to stalls (e.g., turbulence, icing, microbursts, and high-density altitude)	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing stalls at a low altitude	High
Conduct Landing Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks encompassing distractions, loss of situational awareness, or improper task management	High
Conduct Landing From a Precision Approach			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			High
Conduct Landing From a Precision Approach	Can maintain the desired airspeed, ±5 knots, and vertical and lateral guidance within ¼-scale deflection of the indicators during the descent from DA/DH to a point where visual maneuvering is used to accomplish a normal landing.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can comply with all ATC advisories, such as NOTAMs, windshear, wake turbulence, runway surface, braking conditions, and other operational considerations.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can execute touch down at the appropriate speed and pitch attitude at the runway aiming point markings, -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can maintain positive airplane control throughout the landing using drag and braking devices, as appropriate, to come to a stop.		High
Conduct Landing From a Precision Approach	Can demonstrate SRM or CRM, as appropriate.		High
Conduct Landing From a Precision Approach	Can apply runway incursion avoidance procedures.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing selection of an approach procedure and runway based on pilot capability, aircraft limitations, available distance, surface conditions, and wind.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing wake turbulence.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for missed approach	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for land and hold short operations (LAHSO)	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for distractions, loss of situational awareness, or improper task management.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for attempting to land from an unstable approach.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for flying below the glidepath.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for transitioning from instrument to visual references for landing.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can demonstrate familiarization with operator's policies and procedures concerning constraints applicable to AWO takeoffs and landings on contaminated or cluttered runways. Limits should be noted for use of wet or icy runways as far as directional control or stopping performance is concerned, and flight crews should be familiar with appropriate constraints related to braking reports and the obscuration of appropriate lighting or markings. Refer to AC 91-79 for detailed information on runway contaminants and condition reporting.	High
Conduct Landing From a Precision Approach			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can perform proper reaction to significant airborne system failures experienced prior to and after reaching the final approach fix (FAF), MDA, DA/DH, or AH. Expected pilot response to failure after touchdown should be addressed as well.		High
Conduct Landing From a Precision Approach			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can recognize and execute appropriate actions in response to ground or navigation system faults, failures or abnormalities at any point during the approach and landing.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can appreciate that pilots should be familiar with the need to report navigation system anomalies or discrepancies, failures of any lighting system (e.g., approach lights, runway lights, touchdown zone (TDZ) lights, centerline lights), or any other discrepancies that could be pertinent to operations.	High
Conduct Missed Approach			High
Conduct Missed Approach			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach			High
Conduct Missed Approach	Can apply the appropriate power setting for the flight condition and establish a pitch attitude necessary to obtain the desired performance.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach	Can perform retraction of the wing flaps/drag devices and landing gear, if appropriate, in the correct sequence and at a safe altitude, and initiate a positive rate of climb at the appropriate airspeed/V- speed, ±5 knots.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach	Can coordinate with crew and execute the appropriate procedures and checklist(s) in a timely manner.		High
Conduct Missed Approach	Can comply with the published or alternate missed approach procedure.		High
Conduct Missed Approach	Can coordinate with ATC if unable to comply with a clearance, restriction, or climb gradient.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach	Can maintain the heading, course, or bearing ±5°, and altitude(s) ±100 feet during the missed approach procedure.		High
Conduct Missed Approach	Can use an MFD and other graphical navigation displays, if installed, to monitor position and track to help navigate the missed approach.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach	Can demonstrate effective CRM		High
Conduct Missed Approach	Can execute re-engagement of the autopilot at appropriate times during the missed approach procedure.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach	Can obtain ATC clearance to attempt another approach, proceed to the alternate airport, holding fix, or other clearance limit, as appropriate, or as directed by the evaluator.		High
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to follow prescribed procedures.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing holding, diverting, or electing to fly the approach again.	High
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing factors that might lead to executing a missed approach procedure before the MAP or to a go-around below DA/MDA.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	High
Conduct Missed Approach	Can execute a missed approach from the MDA, DA/DH, or AH.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach	Can execute a missed approach from a low altitude that could result in a touchdown during go-around (balked or rejected landing).		High
Conduct Normal Approach and Landing with Crosswind			High
Conduct Normal Approach and Landing with Crosswind			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind			High
Conduct Normal Approach and Landing with Crosswind			High
Conduct Normal Approach and Landing with Crosswind	Can coordinate with crew and execute after landing checklists(s).		High
Conduct Normal Approach and Landing with Crosswind	Can perform radio calls as appropriate		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can maintain a ground track that ensures the desired traffic pattern will be flown taking into consideration obstructions and ATC		High
Conduct Normal Approach and Landing with Crosswind	Can confirm the airplane is aligned with the correct/assigned runway or landing surface.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can scan runway or landing surface and adjoining area for traffic and obstructions.		High
Conduct Normal Approach and Landing with Crosswind	Can select a suitable touchdown point considering wind, landing surface, and obstructions.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can perform establishing the recommended approach and landing configuration and airspeed, ±5 knots, and adjust pitch attitude and power as required to maintain a stabilized approach.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can maintain directional control and appropriate crosswind correction throughout the approach and landing.		High
Conduct Normal Approach and Landing with Crosswind	Can perform smooth, timely, and correct control application before, during, and after touchdown.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can execute touch down with the runway centerline between the main landing gear at the appropriate speed and pitch attitude at the runway aiming point markings -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can execute deceleration to taxi speed (20 knots or less on dry pavement, 10 knots or less on contaminated pavement) to within the calculated landing distance plus 25% for the actual conditions with the runway centerline between the main landing gear		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can execute a timely go-around if the approach cannot be made within the tolerances specified above or for any other condition that may result in an unsafe approach or landing.		High
Conduct Normal Approach and Landing with Crosswind	Can apply runway incursion avoidance procedures.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing selection of a runway or approach path and touchdown area based aircraft limitations, available distance, surface conditions, and wind.	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing wake turbulence.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing Go-Around/Rejected Landing	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing land and Hold Short Operations (LAHSO)	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, incorrect airport surface approach and landing, or improper task management.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can execute normal landings at the lowest applicable minima for each authorized flight guidance and/or visual system.		High
Conduct Normal Approach and Landing with Crosswind	Can perform manual rollout in low visibility at applicable minima. (except for aircraft using an automatic fail operational (FO) rollout system)		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Approach and Landing with Crosswind	Can perform landings at the limiting environmental conditions authorized for that operator with respect to wind, crosswind components, and runway surface friction characteristics		High
Conduct Normal Takeoff and Climb with Crosswind			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind			High
Conduct Normal Takeoff and Climb with Crosswind	Can coordinate with crew and complete the appropriate checklist(s) prior to takeoff in a timely manner		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can perform radio calls as appropriate		High
Conduct Normal Takeoff and Climb with Crosswind	Can verify assigned/correct runway		High
Conduct Normal Takeoff and Climb with Crosswind	Can verify the airplane is configured for takeoff		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can execute clearing of the area and taxi into takeoff position and align the airplane on the runway centerline		High
Conduct Normal Takeoff and Climb with Crosswind	Can maintain centerline and proper flight control inputs during the takeoff roll		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can confirm takeoff power and proper engine and flight instrument indications prior to rotation and perform callouts as appropriate, for the airplane or per the operator's procedures		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform rotation and lift off at the recommended airspeed		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can maintain a power setting and a pitch attitude to maintain the desired climb airspeed/V-speed, ±5 knots for each climb segment		High
Conduct Normal Takeoff and Climb with Crosswind	Can maintain desired heading ±5°		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can perform Retraction of the landing gear and flaps in accordance with manufacturer or operator procedures and limitations, as appropriate		High
Conduct Normal Takeoff and Climb with Crosswind	Can perform wake turbulence avoidance		High
Conduct Normal Takeoff and Climb with Crosswind	Can follow noise abatement procedures		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can execute appropriate after-takeoff checklist(s) in a timely manner		High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing selection of a runway, or runway intersection aircraft limitations, available distance, surface conditions, and wind	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing wake turbulence	High
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for rejected takeoff	High
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for engine failure in takeoff phase of flight	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can demonstrate proper planning for engine failure in climb phase of flight	High
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing improper aircraft configuration or settings (e.g., trim, flaps, autobrakes, etc.)	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Normal Takeoff and Climb with Crosswind	Can perform takeoff in limiting crosswinds, winds, gusts, and runway surface friction to levels authorized. Training should be done at weights or on runways that represent a critical field length		High
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A			High
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A			High
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A			High
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A	Can recognize the cues and execute prompt recovery at the first indication of an impending stall (e.g., buffet, stall horn, stick shaker, etc.)		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A	Can execute a stall recovery in accordance with procedures set forth in the POH/AFM		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A	Can execute retraction of the flaps or other lift/drag devices to the recommended setting, retract the landing gear after a positive rate of climb is established, and return to the desired flight path		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks, encompassing factors and situations that could lead to an inadvertent stall and loss of control during takeoff or while on approach	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks, encompassing range and limitations of stall warning indicators (e.g., aircraft buffet, stall horn, stick shaker, etc.)	High
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks, encompassing failure to recognize and recover at the stall warning	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks, encompassing improper stall recovery procedure	High
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks, encompassing secondary stalls, accelerated stalls, elevator trim stalls, and cross-control stalls	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks, encompassing the effect of environmental elements on aircraft performance while in a partial flap configuration as it relates to stalls (e.g., turbulence, microbursts, and high-density altitude)	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Partial Flap Configuration Stall Prevention Maneuver per AC120-109A		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management	High
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start			High
Conduct Powerplant Start			High
Conduct Powerplant Start	Can ensure the ground safety procedures are followed during the before-start, start, and after- start phase		High
Conduct Powerplant Start	Can coordinate with crew and complete the appropriate checklist(s) prior to and after powerplant start.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start	Can identify an abnormal start or malfunction and execute the correct procedure		High
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing malfunctions during powerplant start	High
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing turbine powerplant safety	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing managing situations where specific instructions or checklist items are not published	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Powerplant Start		Can identify, assess, and manage risks encompassing personnel, vehicles, vessels, foreign object debris, and other aircraft in the vicinity during powerplant start	High
Conduct Precision Approach			High
Conduct Precision Approach			High
Conduct Precision Approach			High
Conduct Precision Approach			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can perform the precision instrument approaches selected by the instructor/evaluator.		High
Conduct Precision Approach	Can initiate two-way communications with ATC appropriate for the phase of flight or approach segment, and use proper communication phraseology.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can execute selection, tuning, identification, and confirmation the operational status of navigation equipment to be used for the approach.		High
Conduct Precision Approach	Can comply in a timely manner with all clearances, instructions, and procedures.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.		High
Conduct Precision Approach	Can coordinate with ATC if unable to comply with a clearance.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can maintain the appropriate airplane configuration and airspeed considering meteorological and operating conditions.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can assess NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment and adjust the published MDA and visibility criteria for the aircraft approach category		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can initiate and maintain a predetermined rate of descent which approximates that required for the aircraft to follow the vertical guidance, at the point where vertical guidance begins		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can maintain a stabilized final approach from the Final Approach Fix (FAF) to DA/DH allowing no more than ¼-scale deflection of either the vertical or lateral guidance indications and maintain the desired airspeed ±5 knots		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can immediately initiate the missed approach procedures if the required visual references for the runway are not distinctly visible and identifiable upon reaching the DA/DH.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can, upon reaching the DA/DH, perform a transition to a normal landing when the aircraft is in a position from which a descent to a landing on the runway can be made at a normal rate of descent using normal maneuvering		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	MOTOR SKILL LEARNING OBJECTIVES	ATTITUDE LEARNING OBJECTIVES	TASK EXPECTATION RATING
Conduct Precision Approach	Can use an MFD and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing failure to follow the correct approach procedure (e.g. descending below the glideslope, etc.).	High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing selecting an incorrect navigation frequency.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing an unstable approach, including excessive descent rates.	High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing deteriorating weather conditions on approach.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing continuing to descend below the Decision Altitude (DA)/Decision Height (DH) when the required visual references are not visible.	High
Conduct Precision Approach			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can perform appropriate normal and non-normal procedures including crew duties, monitoring assignments, transfer of control during normal operations, appropriate automatic or crew-initiated call-outs, proper use of standard or special IAPs, applicable minima for normal configurations or for alternate or failure configurations, and reversion to higher minima in the event of failures		High
Conduct Precision Approach			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can perform procedures to address the transition from electronic monitoring displays to external visual references for both PF and PM for systems that include such displays.		High
Conduct Precision Approach			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can appreciate constraints for head winds, tail winds, crosswinds, and the effect of vertical and horizontal wind shear on automatic systems, flight directors (F/D), or other system (e.g., HUD, SVGS, etc.) performance. For systems such as HUDs that have a limited field of view (FOV), or synthetic reference systems, pilots should be familiar with the display limitations of these systems and expected pilot actions in the event that the aircraft reaches or exceeds a display limit capability.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can execute types of instrument procedures approved for the air carrier (standard and special, lowest straight-in, or circling minima, if applicable); according to the operators manuals, charts and checklists, on the aircraft type, model and series flown.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can use flight guidance and/or visual system(s) and their corresponding category(s) of minima for each authorized system;		High
Conduct Precision Approach	Can use NAVAID(s) and visual aids used (LVO/SMGCS lighting if applicable);		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can apply Flightcrew procedures used (e.g., PF/PM duties, monitored approach, or call-outs);		High
Conduct Precision Approach		Can demonstrate familiarization with airport and runway characteristics typically experienced;	High
Conduct Precision Approach			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can perform relevant normal, non-normal, and environmental conditions. Training and evaluation need only be conducted using relevant and representative procedures and conditions (e.g., a representative mix of day, night, dusk, variable/patchy conditions, representative temperatures, landing runway altitudes, precipitation conditions, turbulence, and icing conditions); and		High
Conduct Precision Approach	Can respond appropriately to aircraft and ground system failures.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Recovery From Unusual Flight Attitudes			High
Conduct Recovery From Unusual Flight Attitudes			High
Conduct Recovery From Unusual Flight Attitudes			High
Conduct Recovery From Unusual Flight Attitudes			High
Conduct Recovery From Unusual Flight Attitudes	Can use instrument cross-check and interpretation to identify a nose low unusual attitude		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Recovery From Unusual Flight Attitudes	Can use instrument cross-check and interpretation to identify a nose high unusual attitude		High
Conduct Recovery From Unusual Flight Attitudes	Can apply the appropriate pitch, bank, and power corrections, in the correct sequence, to return to a stabilized level flight attitude		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Recovery From Unusual Flight Attitudes		Can identify, assess, and manage risks, encompassing situations that could lead to loss of control or unusual flight attitudes (e.g., stress, task saturation, and distractions).	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Recovery From Unusual Flight Attitudes		Can identify, assess, and manage risks, encompassing exceeding the operating envelope during the recovery	High
Conduct Recovery From Unusual Flight Attitudes		Can identify, assess, and manage risks, encompassing failure to recognize an unusual flight attitude and follow the proper recover procedure	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Recovery From Unusual Flight Attitudes		Can identify, assess, and manage risks, encompassing exceeding the operating envelope during the recovery	High
Conduct Steep Turns			High
Conduct Steep Turns			High
Conduct Steep Turns			High
Conduct Steep Turns			High
Conduct Steep Turns			High
Conduct Steep Turns			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Steep Turns	Can maintain the manufacturer's recommended airspeed; or if one is not available, an airspeed not to exceed VA		High
Conduct Steep Turns	Can maintain at least a 45° bank solely by reference to instruments and make a coordinated steep turn of at least 180°		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Steep Turns	Can perform reversal of direction and establish at least a 45° bank solely by reference to instruments and make a coordinated steep turn of at least 180°		High
Conduct Steep Turns	Can perform smooth pitch, bank, and power adjustments as needed		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Steep Turns	Can maintain the entry altitude ±100 feet, airspeed ±10 knots, bank ±5°, and roll out on the specified heading, ±10°		High
Conduct Steep Turns	Can maintain avoidance of any indications of impending stall, abnormal flight attitude, or exceedance of any structural or operating limitation		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Steep Turns		Can identify, assess, and manage risks, encompassing spatial disorientation when conducting a steep turn while flying by reference to instruments	High
Conduct Steep Turns		Can identify, assess, and manage risks, encompassing failure to maintain coordinated flight	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Steep Turns		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management	High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can record taxi instructions, respond to taxi clearances, and review taxi routes on the airport diagram.		High
Conduct Taxi	Can use an airport diagram or taxi chart during taxi		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can comply with ATC clearances and instructions and observe all runway hold lines, ILS critical areas, beacons, and other airport/taxiway markings and lighting		High
Conduct Taxi	Can coordinate with crew, if applicable, and complete the appropriate checklist(s) prior to and during taxi		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can maintain situational awareness during taxi		High
Conduct Taxi	Can maintain correct and positive airplane control, proper speed, appropriate use of wheel brakes and reverse thrust		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can maintain separation between other aircraft, vehicles, and persons to avoid an incursion/incident/accident		High
Conduct Taxi	Can use aircraft exterior lighting for day and night operations		High
Conduct Taxi		Can identify, assess, and manage risks, encompassing inappropriate activities and distractions	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can identify, assess, and manage risks, encompassing confirmation or expectation bias as related to taxi instructions	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing a taxi route or departure runway change	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing low visibility taxi operations	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Low visibility taxi and ground operations should be trained to the extent practical and beneficial. Such training should address operations at typical airports or alternately, at airports frequently experiencing low-visibility conditions, complex airports on the operator's route system, airports with particular low visibility ground movement difficulties, or rarely used but significant contingency airports, as determined appropriate by the operator.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	perform either PF or PM duties, unless otherwise limited by the operator’s policies or aircraft characteristics (e.g., single HUD).		High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can apply use of the airport diagram after receiving a clearance, and confirms and verbalizes the assigned runway and taxi route, including any instructions to hold short of, or cross, a runway. If there is any doubt, speaks up and resolve the uncertainty before taxi		High
Conduct Taxi			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can use airport diagram to follow progress of the taxi operation		High
Conduct Taxi	Can execute bringing the aircraft to a complete stop, or be in a phase of taxiing that has no risk of a runway incursion before continuing with operational duties and checklists		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can execute turning on the rotating beacon whenever an engine is running		High
Conduct Taxi	Can execute turning on navigation, position, anti-collision, and logo lights, if available, to signal intent to other pilots prior to commencing taxi		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can execute turning on the taxi light when the aircraft is moving or intending to move on the ground, and turning it off when stopped or yielding or as a consideration to other pilots or ground personnel		High
Conduct Taxi	Can execute illuminating all lights when crossing a runway when appropriate		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can conduct a briefing on the timing and execution of aircraft checklists and company communications at the appropriate times and locations, ensuring the pilot who is not taxiing the aircraft can be available to participate in verbal coordination with the pilot who is taxiing the aircraft	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can consider the anticipated duration of the taxi operation, the locations of hot spots/complex intersections and runway crossings, and the visibility along the taxi route when briefing tasks or accomplishing checklists	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can manage pilot workload and heads-down time during taxi by conducting predeparture checklists, including setting the takeoff flap setting, when the aircraft is stopped or while taxiing straight ahead on a taxiway without complex intersections and hot spots	High
Conduct Taxi		Can maintain a sterile cockpit during taxi operations	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can manage the risk of expectation bias, and follow the clearance or instructions that are actually received, and not the ones they expected to receive.	High
Conduct Taxi		Can be alert to ATC instructions to hold short of an ILS critical area holding line.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can monitor the aircraft's progress on the airport diagram to ensure that the pilot taxiing the aircraft is following the instructions received from the ATC while maintaining outside vigilance	High
Conduct Taxi		Can respond to all hold short instructions, and verifies with other crew members or ATC to ensure agreement and understanding	High
Conduct Taxi		Can comply with hold short or crossing clearance when approaching an entrance to a runway.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can explain or demonstrate proper actions if the crew becomes disoriented: never stop on a runway, and initiate communications with ATC to regain orientation.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can demonstrate vigilance when instructed to taxi and "Line Up and Wait". Turns Traffic Alert and Collision Avoidance System (TCAS)/traffic advisory systems (TAS) on in order obtain awareness of any aircraft that may be landing on your runway.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can determine whether or not to accept last-minute turnoff instructions from ATC, refusing such clearance unless the crew clearly understands the instructions and are certain that they can safely comply.	High
Conduct Taxi		Can resolve all misunderstandings or disagreements regarding taxi clearance to the satisfaction of all flightcrew members before taxiing the aircraft.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can coordinate with other flightcrew member(s) if stopping and resuming the monitoring of the ATC frequency, for example when it becomes necessary for a flightcrew member to stop monitoring any ATC frequency to prepare the aircraft for takeoff or landing.	High
Conduct Taxi		Can assess any upcoming hold short instructions or clearances that could be misinterpreted prior to stopping and after resuming monitoring of the taxi. An example may include: "I'm heads-down, right turn ahead at Alpha," or "I'm back, any changes?"	High
Conduct Taxi		Can appreciate that time away from monitoring ATC should be avoided with complex taxi routing or crossing of runways. Any instructions or information received or transmitted during that flightcrew member's absence from the ATC frequency should be reviewed and confirmed upon his or her return.	High
Conduct Taxi		Can coordinate verbally at complex intersections to be sure that: the intersection is correctly identified and confirmed using the airport diagram and the heading indicator	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 1			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can state “approaching (specific runway number) hold short line. Before crossing any hold short line, the flightcrew should visually scan to the left and to the right, including the full length of the runway and its approach paths, and coordinate verbally (e.g., “clear right/left” or that the scan area is not clear).	High
Conduct Taxi		Can coordinate verbally and agree on the runway assigned by ATC, the upcoming assigned exit, and any restrictions, such as hold short points of an intersecting runway and the aircraft’s parking area after landing	High
Conduct Taxi		Can consider any adverse effects to safety that illuminating the forward-facing lights will have on the vision of other pilots or ground personnel during runway crossings, and adjust operation accordingly	High
Conduct Taxi			High

7.2 Course 2 – SIM 2 Learning Objectives

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Circling Approach			High
Conduct Circling Approach	Can comply with the circling approach procedure considering turbulence, windshear, and the maneuvering capability and approach category of the aircraft.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Circling Approach	Can confirm the direction of traffic and adhere to all restrictions and instructions issued by ATC .		High
Conduct Circling Approach	Can perform establishing the correct approach and landing configuration		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Circling Approach	Can maintain a stabilized approach and a descent rate that ensures arrival at the MDA, or the preselected circling altitude above the MDA, prior to the missed approach point.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Circling Approach	Can maintain airspeed ±5 knots, desired heading/track ±5°, and altitude +100/-0 feet until descending below the MDA or the preselected circling altitude above the MDA.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Circling Approach	Can perform visually maneuvering to a base or downwind leg appropriate for the landing runway and environmental conditions.		High
Conduct Circling Approach	Can perform a turn in the appropriate direction using the correct procedure and execute configuring the airplane if a missed approach occurs		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing failure to follow prescribed circling approach procedures.	High
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing executing a circling approach at night or with marginal visibility.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing losing visual contact with an identifiable part of the airport.	High
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing failure to maintain an appropriate altitude or airspeed while circling.	High
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Circling Approach		Can identify, assess, and manage risks, encompassing executing an improper missed approach after the MAP while circling.	High
Conduct Emergency Procedure - Decompression			High
Conduct Emergency Procedure - Decompression			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Decompression	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High
Conduct Emergency Procedure - Decompression		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Decompression		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	High
Conduct Emergency Procedure - Decompression		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Decompression		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - EGPWS escape maneuver	Can coordinate with crew and execute the appropriate checklist(s) in a timely manner		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - EGPWS escape maneuver	Can perform communication with ATC as appropriate for the situation.		High
Conduct Emergency Procedure - EGPWS escape maneuver		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - EGPWS escape maneuver		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	High
Conduct Emergency Procedure - EGPWS escape maneuver		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - EGPWS escape maneuver		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Emergency Descent			High
Conduct Emergency Procedure - Emergency Descent			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Emergency Descent	Can coordinate with crew and execute the appropriate checklist(s) in a timely manner		High
Conduct Emergency Procedure - Emergency Descent	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Emergency Descent		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High
Conduct Emergency Procedure - Emergency Descent		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Emergency Descent		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High
Conduct Emergency Procedure - Emergency Descent		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure during flight.	High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing failure to follow checklist procedures for a powerplant failure or a powerplant restart.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing incorrect diagnosis of the cause of the powerplant failure.	High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing improper airplane configuration.	High
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing factors and situations that could lead to an inadvertent stall, spin, and loss of control with an inflight powerplant failure.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight Powerplant Failure and Restart		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Windshear escape during approach and landing	Can perform the aircraft specific winshear escape maneuver		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Windshear escape during take off	Can perform the aircraft specific winshear escape maneuver		High
Conduct Go-Around/Rejected Landing			High
Conduct Go-Around/Rejected Landing			High
Conduct Go-Around/Rejected Landing			High
Conduct Go-Around/Rejected Landing			High
Conduct Go-Around/Rejected Landing			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing	Can initiate a timely decision to go-around/reject the landing.		High
Conduct Go-Around/Rejected Landing	Can apply the appropriate power setting for the flight condition and establish a pitch attitude necessary to obtain the desired performance.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing	Can perform establishing a positive rate of climb and the appropriate airspeed/V-speed, ±5 knots.		High
Conduct Go-Around/Rejected Landing	Can execute configuration and trimming of the airplane, when appropriate.		High
Conduct Go-Around/Rejected Landing	Can perform radio calls as appropriate		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing	Can maintain the ground track, heading, or course appropriate for the conditions, or as specified by ATC .		High
Conduct Go-Around/Rejected Landing	Can execute the appropriate procedures and checklist(s) in a timely manner.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing delayed recognition of the need for a go-around/rejected landing.	High
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing delayed performance of a go-around at low altitude.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing improper application of power.	High
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing improper airplane configuration.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires vessels, vessels, persons, and wildlife.	High
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing		Can identify, assess, and manage risks, encompassing managing a go-around/rejected landing after accepting a LAHSO clearance.	High
Conduct Go-Around/Rejected Landing			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Go-Around/Rejected Landing	Can describe, perform airborne system use for go-around, including consideration of height loss during transition to a go-around, performance assurance for obstacle clearance, management of any necessary mode changes, and assurance of appropriate vertical and lateral flightpath tracking.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding	Can identify instrument navigation aids associated with the assigned hold.		High
Conduct Holding	Can apply the appropriate entry procedure for a standard, nonstandard, published, or non- published holding pattern.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding	Can change to the appropriate holding airspeed for the airplane and holding altitude to cross the holding fix at or below maximum holding airspeed		High
Conduct Holding	Can comply with the holding pattern leg length and other restrictions, if applicable, associated with the holding pattern.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding	Can comply with ATC reporting requirements.		High
Conduct Holding	Can use proper wind correction procedures to maintain the desired pattern and to arrive over the fix as close as possible to a specified time.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding	Can maintain the airspeed ±10 knots, altitude ±100 feet, headings ±10°, and accurately track a selected course, radial, or bearing.		High
Conduct Holding	Can use automation to include autopilot, flight director controls, and navigation displays associated with the assigned hold.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding	Can calculate fuel reserve calculations based on EFC times.		High
Conduct Holding		Can identify, assess, and manage risks, encompassing recalculating fuel reserves if assigned an unanticipated EFC time.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding		Can identify, assess, and manage risks, encompassing scenarios and circumstances that could result in minimum fuel or the need to declare an emergency.	High
Conduct Holding		Can describe scenarios that could lead to holding, including deteriorating weather at the planned destination.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding		Can identify, assess, and manage risks, encompassing improper holding entry and improper wind correction while holding.	High
Conduct Holding		Can identify, assess, and manage risks, encompassing holding while in icing conditions.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Holding		Can identify, assess, and manage risks, encompassing improper automation management.	High
Conduct Instrument Takeoff			High
Conduct Instrument Takeoff	Can coordinate with crew and execute the appropriate checklist(s) prior to takeoff in a timely manner		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can execute setting of the applicable avionics and flight instruments prior to initiating the takeoff		High
Conduct Instrument Takeoff	Can perform radio calls as appropriate		High
Conduct Instrument Takeoff	Can verify assigned/correct runway		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can perform clearing the arrival area and execute taxiing into takeoff position and align the airplane on the runway centerline		High
Conduct Instrument Takeoff	Can maintain centerline and proper flight control inputs during the takeoff roll		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	can confirm takeoff power and proper engine and flight instrument indications prior to rotation making callouts, as appropriate, for the airplane or per the operator's procedures		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can rotates and lift off at the recommended airspeed, establish the desired pitch attitude, and accelerate to the desired airspeed/ V-speed.		High
Conduct Instrument Takeoff	Can execute a smooth transition from visual meteorological conditions (VMC) to actual or simulated instrument meteorological conditions (IMC).		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can maintain desired heading ±5° and desired airspeeds ±5 knots.		High
Conduct Instrument Takeoff	Can comply with ATC clearances and instructions issued by ATC , as appropriate		High
Conduct Instrument Takeoff	Can execute appropriate after-takeoff checklist(s) in a timely manner		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing selection of a runway based on aircraft performance and limitations, available distance, surface conditions, lighting, and wind	High
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing wake turbulence	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for rejected takeoff	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for Engine failure in takeoff phase of flight with the ceiling or visibility below the minimums for an instrument approach at departure airport	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for Engine failure in climb phase of flight with the ceiling or visibility below the minimums for an instrument approach at departure airport	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for low altitude maneuvering including stall, spin, or CFIT	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for distractions, loss of situational awareness, or improper task management.	High
Conduct Instrument Takeoff			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can perform applicable procedures during takeoff to address the transition from visual flight to instrument flight for both the pilot flying (PF) and pilot monitoring (PM), to include the use and limitations of any flight guidance or visual systems in use.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can demonstrate familiarization with operator's policies and procedures concerning constraints applicable to AWO takeoffs and landings on contaminated or cluttered runways. Limits should be noted for use of wet or icy runways as far as directional control or stopping performance is concerned, and flight crews should be familiar with appropriate constraints related to braking reports and the obscuration of appropriate lighting or markings. Refer to AC 91-79 for detailed information on runway contaminants and condition reporting.	High
Conduct Instrument Takeoff	Can execute normal takeoff at lowest applicable minima;		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can perform takeoff with failure of the flight guidance device or ground-based guidance system, at a critical point of the takeoff, unless these systems have failure characteristics that are extremely improbable.		High
Conduct Landing From a Circling Approach			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach			High
Conduct Landing From a Circling Approach	Can maintain the airport environment in sight and remain within the circling approach radius applicable to the approach category to a position from which a stabilized descent to landing can be made.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach	Can comply with all ATC advisories, such as NOTAMs, windshear, wake turbulence, runway surface, braking conditions, and other operational considerations.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach	Can perform alignment of the airplane for a normal landing on the selected runway without excessive maneuvering and without exceeding the normal operating limits of the airplane. The angle of bank should not exceed 30°.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach	Can perform smooth, timely, and correct control application throughout the circling maneuver and maintain appropriate airspeed, ±5 knots. If applicable, maintain altitude +100/−0 feet, and desired heading/track, ±5°.		High
Conduct Landing From a Circling Approach	Can confirm the airplane is configured for landing.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach	Can scan the landing runway and adjoining area for traffic and obstructions		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach	Can execute touch down at the appropriate speed and pitch attitude at the runway aiming point markings, -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach	Can maintain positive aircraft control throughout the landing using drag and braking devices, as appropriate, to come to a stop.		High
Conduct Landing From a Circling Approach	Can demonstrate SRM or CRM, as appropriate.		High
Conduct Landing From a Circling Approach	Can apply runway incursion avoidance procedures.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing landing from a circling approach	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing selection of an approach procedure and runway based on pilot capability, aircraft limitations, available distance, surface conditions, and wind.	High
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing wake turbulence.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for missed approach	High
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for land and hold short operations (LAHSO)	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for low altitude maneuvering including stall, spin, or CFIT.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for distractions, loss of situational awareness, or improper task management.	High
Conduct Landing From a Circling Approach		Can identify, assess, and manage risks, encompassing planning for attempting to land from an unstable approach.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing from a No Flap or Nonstandard Flap Approach			High
Conduct Landing from a No Flap or Nonstandard Flap Approach			High
Conduct Landing from a No Flap or Nonstandard Flap Approach			High
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can recognize the malfunction.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can coordinate with crew, if applicable, and complete applicable checklist(s) for the malfunction, approach, and landing.		High
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can coordinate with ATC as needed and select an airport/runway with sufficient length for landing.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can calculate the correct airspeeds/V-speeds for approach and landing.		High
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can perform establishing the recommended approach and landing configuration and airspeed, and adjust pitch attitude and power as required to maintain a stabilized approach.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can select a suitable touchdown point considering wind, landing surface, and obstructions.		High
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can perform smooth, timely, and correct control application before, during, and after touchdown.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can execute touch down at the appropriate speed and pitch attitude at the runway aiming point markings, -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can maintain positive aircraft control throughout the landing using drag and braking devices, as appropriate, to come to a stop.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing from a No Flap or Nonstandard Flap Approach		Can identify, assess, and manage risks, encompassing hazards associated with a no flap or nonstandard flap approach and landing to include an asymmetrical flap situation.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing from a No Flap or Nonstandard Flap Approach		Can identify, assess, and manage risks, encompassing selection of a runway based on pilot capability, aircraft limitations, available distance, surface conditions, and wind.	High
Conduct Landing from a No Flap or Nonstandard Flap Approach		Can identify, assess, and manage risks, encompassing wake turbulence.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing from a No Flap or Nonstandard Flap Approach		Can identify, assess, and manage risks, encompassing go-around/rejected landing.	High
Conduct Landing from a No Flap or Nonstandard Flap Approach		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing from a No Flap or Nonstandard Flap Approach		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Landing from a No Flap or Nonstandard Flap Approach		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing from a No Flap or Nonstandard Flap Approach	Can perform non-normal configuration approaches and landings in instrument conditions. For these approaches, the simulated weather minima may be above, or well above, the lowest minima authorized. Minima should be at levels that might typically be experienced in line operations for a landing with the non-normal condition used. During these approaches, representative autoflight, instrument, and aircraft system configurations or combinations of configurations should be demonstrated (e.g., F/D, autopilot, HUD, vision systems, autothrottles, raw data, and inoperative electrical or hydraulic components).		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to follow prescribed procedures.	High
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing holding, diverting, or electing to fly the approach again.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing factors that might lead to executing a missed approach procedure before the MAP or to a go-around below DA/MDA.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	High
Conduct Missed Approach	Can execute a missed approach from the MDA, DA/DH, or AH.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach	Can execute a missed approach from a low altitude that could result in a touchdown during go-around (balked or rejected landing).		High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to follow the correct approach procedure (e.g., descending too early, etc.).	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Selecting an incorrect navigation frequency.	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to manage automated navigation and auto flight systems.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to ensure proper airplane configuration during an approach and missed approach.	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing An unstable approach, including excessive descent rates.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Deteriorating weather conditions on approach.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Operating below the minimum descent altitude (MDA) or continuing a descent below decision altitude (DA) without proper visual references.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Stall Prevention and Recovery Scenario per AC120-109A	Can execute Scenario-Based Training (SBT). The goal of SBT is to develop decision-making skills relating to stall prevention and recovery during Line-Oriented Flight Training (LOFT). Emphasis should be placed on preventing conditions that may lead to a stall event. SBT would normally be used after a pilot demonstrates proficiency in maneuver-based training and during advanced stages of training, such as upgrade training and recurrent training. (1) Scenarios. When possible, scenarios should include accident, incident, ASAP, FOQA, and/or ASRS data to provide realistic opportunities to see how threat situations may develop and how they should be managed during line operations. Sample SBT lesson plans are provided in Appendix 3. (2) Briefing. Pilots should not normally be briefed that they are receiving SBT. The concept is line-oriented flying, which allows the pilots to recognize and manage the expected or unexpected stall threats as they develop during normal operations. However, situations may arise where pilots exhibit excellent stall prevention skills and initiate a recovery prior to the		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
	complete unfolding of a scenario. That is the desired objective. In those instances, the instructor has the discretion whether to repeat the scenario and then showing and discussing how the many cues typically cascade as the event progresses. Such explanations can reinforce a pilot's knowledge and allow sharpening of awareness and prevention skills.		

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Stall Prevention and Recovery Scenario per AC120-109A	Can appreciate USING SURPRISE IN TRAINING. Surprise has been a factor in stall incidents and accidents. Although it may be difficult to create surprise in the training environment, if achieved, surprise events may provide a powerful lesson for the crew. The goal of using surprise in training is to provide the crew with a surprise experience to reinforce timely application of the effective recovery technique under potentially confusing circumstances. Considerable care should be used in surprise training to avoid a negative learning experience. Surprise should not be used during checking. Stall prevention training should incorporate event conditions and variables typical of an unintentional stall that are likely to result in surprise due to the unexpected stall development, presentation, and behavior.		High
Conduct Stall Prevention and Recovery Scenario per AC120-109A			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Stall Prevention and Recovery Scenario per AC120-109A	Can conduct an impending stall recovery with only idle thrust available. See Appendix 2, Demonstration 1 for details.		High
Conduct Stall Prevention and Recovery Scenario per AC120-109A	Can conduct a clean configuration stall prevention (high altitude) scenario. See Appendix 3, Scenario 1 for details.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Stall Prevention and Recovery Scenario per AC120-109A	Can conduct a takeoff configuration stall prevention scenario. See Appendix 3, Scenario 2 for details.		High
Conduct Stall Prevention and Recovery Scenario per AC120-109A	Can conduct a landing configuration stall prevention scenario. See Appendix 3, Scenario 3 for details.		High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi	Can record taxi instructions, respond to taxi clearances, and review taxi routes on the airport diagram.		High
Conduct Taxi	Can use an airport diagram or taxi chart during taxi		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can comply with ATC clearances and instructions and observe all runway hold lines, ILS critical areas, beacons, and other airport/taxiway markings and lighting		High
Conduct Taxi	Can coordinate with crew, if applicable, and complete the appropriate checklist(s) prior to and during taxi		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can maintain situational awareness during taxi		High
Conduct Taxi	Can maintain correct and positive airplane control, proper speed, appropriate use of wheel brakes and reverse thrust		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can maintain separation between other aircraft, vehicles, and persons to avoid an incursion/incident/accident		High
Conduct Taxi	Can use aircraft exterior lighting for day and night operations		High
Conduct Taxi		Can identify, assess, and manage risks, encompassing inappropriate activities and distractions	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can identify, assess, and manage risks, encompassing confirmation or expectation bias as related to taxi instructions	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing a taxi route or departure runway change	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing low visibility taxi operations	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Low visibility taxi and ground operations should be trained to the extent practical and beneficial. Such training should address operations at typical airports or alternately, at airports frequently experiencing low-visibility conditions, complex airports on the operator's route system, airports with particular low visibility ground movement difficulties, or rarely used but significant contingency airports, as determined appropriate by the operator.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	perform either PF or PM duties, unless otherwise limited by the operator's policies or aircraft characteristics (e.g., single HUD).		High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can apply use of the airport diagram after receiving a clearance, and confirms and verbalizes the assigned runway and taxi route, including any instructions to hold short of, or cross, a runway. If there is any doubt, speaks up and resolve the uncertainty before taxi		High
Conduct Taxi			High
Conduct Taxi	Can use airport diagram to follow progress of the taxi operation		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can execute bringing the aircraft to a complete stop, or be in a phase of taxiing that has no risk of a runway incursion before continuing with operational duties and checklists		High
Conduct Taxi	Can execute turning on the rotating beacon whenever an engine is running		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can execute turning on navigation, position, anti-collision, and logo lights, if available, to signal intent to other pilots prior to commencing taxi		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can execute turning on the taxi light when the aircraft is moving or intending to move on the ground, and turning it off when stopped or yielding or as a consideration to other pilots or ground personnel		High
Conduct Taxi	Can execute illuminating all lights when crossing a runway when appropriate		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can conduct a briefing on the timing and execution of aircraft checklists and company communications at the appropriate times and locations, ensuring the pilot who is not taxiing the aircraft can be available to participate in verbal coordination with the pilot who is taxiing the aircraft	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can consider the anticipated duration of the taxi operation, the locations of hot spots/complex intersections and runway crossings, and the visibility along the taxi route when briefing tasks or accomplishing checklists	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can manage pilot workload and heads-down time during taxi by conducting predeparture checklists, including setting the takeoff flap setting, when the aircraft is stopped or while taxiing straight ahead on a taxiway without complex intersections and hot spots	High
Conduct Taxi		Can maintain a sterile cockpit during taxi operations	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can manage the risk of expectation bias, and follow the clearance or instructions that are actually received, and not the ones they expected to receive.	High
Conduct Taxi		Can be alert to ATC instructions to hold short of an ILS critical area holding line.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can monitor the aircraft's progress on the airport diagram to ensure that the pilot taxiing the aircraft is following the instructions received from the ATC while maintaining outside vigilance	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can respond to all hold short instructions, and verifies with other crew members or ATC to ensure agreement and understanding	High
Conduct Taxi		Can comply with hold short or crossing clearance when approaching an entrance to a runway.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can explain or demonstrate proper actions if the crew becomes disoriented: never stop on a runway, and initiate communications with ATC to regain orientation.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can demonstrate vigilance when instructed to taxi and "Line Up and Wait". Turns Traffic Alert and Collision Avoidance System (TCAS)/traffic advisory systems (TAS) on in order obtain awareness of any aircraft that may be landing on your runway.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can determine whether or not to accept last-minute turnoff instructions from ATC, refusing such clearance unless the crew clearly understands the instructions and are certain that they can safely comply.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can resolve all misunderstandings or disagreements regarding taxi clearance to the satisfaction of all flightcrew members before taxiing the aircraft.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can coordinate with other flightcrew member(s) if stopping and resuming the monitoring of the ATC frequency, for example when it becomes necessary for a flightcrew member to stop monitoring any ATC frequency to prepare the aircraft for takeoff or landing.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can assess any upcoming hold short instructions or clearances that could be misinterpreted prior to stopping and after resuming monitoring of the taxi. An example may include: “I’m heads-down, right turn ahead at Alpha,” or “I’m back, any changes?”	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can appreciate that time away from monitoring ATC should be avoided with complex taxi routing or crossing of runways. Any instructions or information received or transmitted during that flightcrew member's absence from the ATC frequency should be reviewed and confirmed upon his or her return.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can coordinate verbally at complex intersections to be sure that: the intersection is correctly identified and confirmed using the airport diagram and the heading indicator	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can state “approaching (specific runway number) hold short line. Before crossing any hold short line, the flightcrew should visually scan to the left and to the right, including the full length of the runway and its approach paths, and coordinate verbally (e.g., “clear right/left” or that the scan area is not clear).	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can coordinate verbally and agree on the runway assigned by ATC, the upcoming assigned exit, and any restrictions, such as hold short points of an intersecting runway and the aircraft's parking area after landing	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can consider any adverse effects to safety that illuminating the forward-facing lights will have on the vision of other pilots or ground personnel during runway crossings, and adjust operation accordingly	High
Conduct Taxi			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Resolution Advisory (RA)		Can appreciate that if a decision is made to not follow an RA, no changes in the existing VS are made in a direction opposite to the sense of the displayed RA. Pilots should be aware that if the intruder is also TCAS equipped, the decision to not follow an RA may result in a decrease in separation at CPA because of the intruder's RA response	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Resolution Advisory (RA)	Can execute a return towards the original clearance when the RA weakens, and when clear of conflict is annunciated, pilot executes a complete the return to the original clearance		High
Conduct TCAS Resolution Advisory (RA)		Can inform the controller of the RA as soon as time and workload permit, using the standard phraseology	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Resolution Advisory (RA)	Can comply with an ATC clearance while responding to an RA when possible. (For example, if the aircraft can level at the assigned altitude while responding to a reduce climb or reduce descent RA, it should be done)		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Resolution Advisory (RA)		Can appreciate that If pilots simultaneously receive instructions to maneuver from ATC and an RA that are in conflict, the pilot should follow the RA.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Resolution Advisory (RA)		Can appreciate that TCAS only considers intruders that it believes to be a threat when selecting an RA. As such, it is possible for TCAS to issue an RA against one intruder that results in a maneuver towards another intruder that is not classified as a threat. If the second intruder becomes a threat, the RA will be modified to provide separation from that intruder.	High
Conduct TCAS Resolution Advisory (RA)		Can appreciate the consequences of both responding to, and not responding to, an RA	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Traffic Advisory (TA)		Can confirm that the aircraft they have visually acquired is that which has caused the TA to be issued	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Traffic Advisory (TA)	Can use all information shown on the display, and interpret bearing and range of the intruder (amber circle), whether it is above or below (data tag), and its VS direction (trend arrow).		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Traffic Advisory (TA)	Can use other available information is used to assist in visual acquisition. This includes ATC party-line information, traffic flow in use, etc.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Traffic Advisory (TA)		Can appreciate that the PF should not maneuver the aircraft based solely on the information shown on the TCAS display. No attempt should be made to adjust the current flightpath in anticipation of what an RA would advise.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Traffic Advisory (TA)		Can appreciate the limitations of making maneuvers based solely on visual acquisition, especially at high altitude or without a definite horizon	High
Conduct TCAS Traffic Advisory (TA)		Can take account of traffic advisory while preparing for a potential resolution advisory (pilot flying)	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 2			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct TCAS Traffic Advisory (TA)		Can monitor traffic location shown on the TCAS display, using this information to help visually acquire the intruder.	High
Conduct Visual Approach (VFR Procedures)			High
Conduct Visual Approach (VFR Procedures)	Can conduct a visual approach.		High

7.3 Course 2 – SIM 3 Learning Objectives

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Airframe icing			High
Conduct Emergency Procedure - Airframe icing			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Airframe icing	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High
Conduct Emergency Procedure - Airframe icing		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High
Conduct Emergency Procedure - Airframe icing		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	High
Conduct Emergency Procedure - Airframe icing		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Airframe icing		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure			High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can recognize and correctly identify powerplant failure, execute memory items, and maintain positive airplane control.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can coordinate with crew, if applicable, and complete the appropriate emergency procedures and checklist(s) for simulated propeller feathering or simulated powerplant shutdown.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can use flight controls in the proper combination as recommended by the manufacturer to maintain best performance and trim as required		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can maintain the operating powerplant(s) within acceptable operating limits.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can perform establishing the recommended approach and landing configuration and airspeed, ±5 knots, and adjust pitch attitude and power as required to maintain a stabilized approach.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can maintain directional control and appropriate crosswind correction throughout the approach and landing.		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can perform smooth, timely, and correct control application before, during, and after touchdown.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can execute touch down at the appropriate speed and pitch attitude at the runway aiming point markings, -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can maintain positive aircraft control throughout the landing using drag and braking devices, as appropriate, to come to a stop.		High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can coordinate with crew and execute after landing checklists(s).		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure inflight or during an approach.	High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing improper airplane configuration.	High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure		Can identify, assess, and manage risks, encompassing performing a go-around/rejected landing with a powerplant failure.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Approach and Landing with a Powerplant Failure	Can respond appropriately to engine failure prior to or during an approach.		High
Conduct Emergency Procedure - Emergency evacuation			High
Conduct Emergency Procedure - Emergency evacuation	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Emergency evacuation		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High
Conduct Emergency Procedure - Emergency evacuation		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Emergency evacuation		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Emergency evacuation		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Flight by reference to standby flight instruments, backup instrumentation, or partial panel			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Flight by reference to standby flight instruments, backup instrumentation, or partial panel	Can coordinate with crew and execute the appropriate checklist(s) in a timely manner		High
Conduct Emergency Procedure - Flight by reference to standby flight instruments, backup instrumentation, or partial panel	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Flight by reference to standby flight instruments, backup instrumentation, or partial panel		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High
Conduct Emergency Procedure - Flight by reference to standby flight instruments, backup instrumentation, or partial panel		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Flight by reference to standby flight instruments, backup instrumentation, or partial panel		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Flight by reference to standby flight instruments, backup instrumentation, or partial panel		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Inflight fire and smoke			High
Conduct Emergency Procedure - Inflight fire and smoke			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight fire and smoke	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High
Conduct Emergency Procedure - Inflight fire and smoke		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight fire and smoke		Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	High
Conduct Emergency Procedure - Inflight fire and smoke		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Inflight fire and smoke		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can execute continued takeoff following failures including engine failure after V1, and any critical failures for the aircraft type that could lead to lateral asymmetry during the takeoff;		High
Conduct Emergency Procedure - Powerplant Failure During Second Segment			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can execute continued takeoff if the powerplant failure occurs at a point where the airplane can continue to a specified airspeed and altitude at the end of the runway commensurate with the airplane's performance capabilities and operating limitations		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can maintain the desired airspeed, ±5 knots after establishing a climb, and use flight controls in the proper combination as recommended by the manufacturer, to maintain best performance and trim		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can use flight controls in the proper combination as recommended by the manufacturer to maintain best performance and trim as required		High
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can maintain the appropriate heading, ±5°, when powerplant failure occurs		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can coordinate with crew and execute the appropriate checklist(s) following the powerplant failure.		High
Conduct Emergency Procedure - Powerplant Failure During Second Segment	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure during takeoff considering operational factors such as takeoff warning inhibit systems, runway/takeoff path length, surface conditions, environment, obstructions, and LAHSO operations.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing failure to brief the plan for a powerplant failure during takeoff, in a crew environment.	High
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing failure to correctly identify the inoperative engine (AMEL, AMES).	High
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing inability to climb or maintain altitude with an inoperative powerplant (AMEL, AMES).	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Second Segment		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can execute continued takeoff following failures including engine failure after V1, and any critical failures for the aircraft type that could lead to lateral asymmetry during the takeoff;		High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can execute continued takeoff if the powerplant failure occurs at a point where the airplane can continue to a specified airspeed and altitude at the end of the runway commensurate with the airplane's performance capabilities and operating limitations		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can maintain the desired airspeed, ±5 knots after establishing a climb, and use flight controls in the proper combination as recommended by the manufacturer, to maintain best performance and trim		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can use flight controls in the proper combination as recommended by the manufacturer to maintain best performance and trim as required		High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can maintain the appropriate heading, ±5°, when powerplant failure occurs		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can coordinate with crew and execute the appropriate checklist(s) following the powerplant failure.		High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1	Can perform communication with ATC and the evaluator, as appropriate for the situation.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure during takeoff considering operational factors such as takeoff warning inhibit systems, runway/takeoff path length, surface conditions, environment, obstructions, and LAHSO operations.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to brief the plan for a powerplant failure during takeoff, in a crew environment.	High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to correctly identify the inoperative engine (AMEL, AMES).	High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing inability to climb or maintain altitude with an inoperative powerplant (AMEL, AMES).	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Powerplant Failure During Takeoff at V_1		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)			High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can recognize and correctly identify powerplant failure, execute memory items, and maintain positive airplane control.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can coordinate with crew, if applicable, and complete the appropriate emergency procedures and checklist(s) for simulated propeller feathering or simulated powerplant shutdown.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can use flight controls in the proper combination as recommended by the manufacturer to maintain best performance and trim as required		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain the operating powerplant(s) within acceptable operating limits.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can perform radio calls as appropriate		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can assess and proceed toward the nearest suitable airport.		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can coordinate with crew and execute the approach and landing checklists(s).		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain the appropriate airplane configuration and airspeed considering meteorological and operating conditions.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can assess NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment and adjust the published MDA and visibility criteria for the aircraft approach category		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can initiate and maintain a predetermined rate of descent which approximates that required for the aircraft to follow the vertical guidance, at the point where vertical guidance begins		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain a stabilized approach, adjusting pitch and power as required, allowing no more than ¼-scale deflection of either the vertical or lateral guidance indications.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain a stabilized final approach from the FAF to the DA/DH allowing no more than ¼- scale deflection of either the vertical or lateral guidance indications and maintain the desired airspeed ±5 knots.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can maintain directional control and appropriate crosswind correction throughout the approach and landing or missed approach.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can immediately execute the missed approach procedure if the required visual references for the runway are not distinctly visible and identifiable upon reaching the DA/DH,		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can execute a transition to a normal landing approach when the aircraft is in a position from which a descent to a landing on the runway can be made at a normal rate of descent using normal maneuvering upon reaching the DA/DH		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)	Can perform smooth, timely, and correct control application before, during, and after touchdown or during the missed approach.		High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing failure to plan for a powerplant failure inflight or during an approach.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing improper airplane configuration.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing low altitude maneuvering including stall, spin, or CFIT.	High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing landing with a powerplant failure.	High
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing missed approach with a powerplant failure.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Emergency Procedure - Precision Approach with Powerplant Failure (manual control)		Can identify, assess, and manage risks, encompassing maneuvering in IMC with a powerplant failure.	High
Conduct Instrument Takeoff			High
Conduct Instrument Takeoff	Can coordinate with crew and execute the appropriate checklist(s) prior to takeoff in a timely manner		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can execute setting of the applicable avionics and flight instruments prior to initiating the takeoff		High
Conduct Instrument Takeoff	Can perform radio calls as appropriate		High
Conduct Instrument Takeoff	Can verify assigned/correct runway		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can perform clearing the arrival area and execute taxiing into takeoff position and align the airplane on the runway centerline		High
Conduct Instrument Takeoff	Can maintain centerline and proper flight control inputs during the takeoff roll		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	can confirm takeoff power and proper engine and flight instrument indications prior to rotation making callouts, as appropriate, for the airplane or per the operator's procedures		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can rotates and lift off at the recommended airspeed, establish the desired pitch attitude, and accelerate to the desired airspeed/ V-speed.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can execute a smooth transition from visual meteorological conditions (VMC) to actual or simulated instrument meteorological conditions (IMC).		High
Conduct Instrument Takeoff	Can maintain desired heading ±5° and desired airspeeds ±5 knots.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can comply with ATC clearances and instructions issued by ATC , as appropriate		High
Conduct Instrument Takeoff	Can execute appropriate after-takeoff checklist(s) in a timely manner		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing selection of a runway based on aircraft performance and limitations, available distance, surface conditions, lighting, and wind	High
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing wake turbulence	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for rejected takeoff	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for Engine failure in takeoff phase of flight with the ceiling or visibility below the minimums for an instrument approach at departure airport	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for Engine failure in climb phase of flight with the ceiling or visibility below the minimums for an instrument approach at departure airport	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for low altitude maneuvering including stall, spin, or CFIT	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can identify, assess, and manage risks, encompassing abnormal operations, to include planning for distractions, loss of situational awareness, or improper task management.	High
Conduct Instrument Takeoff			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can perform applicable procedures during takeoff to address the transition from visual flight to instrument flight for both the pilot flying (PF) and pilot monitoring (PM), to include the use and limitations of any flight guidance or visual systems in use.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff		Can demonstrate familiarization with operator's policies and procedures concerning constraints applicable to AWO takeoffs and landings on contaminated or cluttered runways. Limits should be noted for use of wet or icy runways as far as directional control or stopping performance is concerned, and flight crews should be familiar with appropriate constraints related to braking reports and the obscuration of appropriate lighting or markings. Refer to AC 91-79 for detailed information on runway contaminants and condition reporting.	High
Conduct Instrument Takeoff	Can execute normal takeoff at lowest applicable minima;		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Instrument Takeoff	Can perform takeoff with failure of the flight guidance device or ground-based guidance system, at a critical point of the takeoff, unless these systems have failure characteristics that are extremely improbable.		High
Conduct Landing From a Precision Approach			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach			High
Conduct Landing From a Precision Approach	Can maintain the desired airspeed, ±5 knots, and vertical and lateral guidance within ¼-scale deflection of the indicators during the descent from DA/DH to a point where visual maneuvering is used to accomplish a normal landing.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can comply with all ATC advisories, such as NOTAMs, windshear, wake turbulence, runway surface, braking conditions, and other operational considerations.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can execute touch down at the appropriate speed and pitch attitude at the runway aiming point markings, -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can maintain positive airplane control throughout the landing using drag and braking devices, as appropriate, to come to a stop.		High
Conduct Landing From a Precision Approach	Can demonstrate SRM or CRM, as appropriate.		High
Conduct Landing From a Precision Approach	Can apply runway incursion avoidance procedures.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing selection of an approach procedure and runway based on pilot capability, aircraft limitations, available distance, surface conditions, and wind.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing wake turbulence.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for missed approach	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for land and hold short operations (LAHSO)	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for collision hazards, to include aircraft, terrain, obstacles, wires, vehicles, vessels, persons, and wildlife.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for low altitude maneuvering including stall, spin, or CFIT.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for distractions, loss of situational awareness, or improper task management.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for attempting to land from an unstable approach.	High
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for flying below the glidepath.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can identify, assess, and manage risks, encompassing planning for transitioning from instrument to visual references for landing.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can demonstrate familiarization with operator’s policies and procedures concerning constraints applicable to AWO takeoffs and landings on contaminated or cluttered runways. Limits should be noted for use of wet or icy runways as far as directional control or stopping performance is concerned, and flight crews should be familiar with appropriate constraints related to braking reports and the obscuration of appropriate lighting or markings. Refer to AC 91-79 for detailed information on runway contaminants and condition reporting.	High
Conduct Landing From a Precision Approach			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can perform proper reaction to significant airborne system failures experienced prior to and after reaching the final approach fix (FAF), MDA, DA/DH, or AH. Expected pilot response to failure after touchdown should be addressed as well.		High
Conduct Landing From a Precision Approach			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach	Can recognize and execute appropriate actions in response to ground or navigation system faults, failures or abnormalities at any point during the approach and landing.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Landing From a Precision Approach		Can appreciate that pilots should be familiar with the need to report navigation system anomalies or discrepancies, failures of any lighting system (e.g., approach lights, runway lights, touchdown zone (TDZ) lights, centerline lights), or any other discrepancies that could be pertinent to operations.	High
Conduct Lower than Standard Minimum Takeoff			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Lower than Standard Minimum Takeoff	Can conduct a Lower than Standard Minimum Takeoff in accordance with approved OpSpec C052.		High
Conduct Missed Approach - OEI	Can execute an one engine inoperative missed approach from a low altitude that could result in a touchdown during go-around (balked or rejected landing).		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI			High
Conduct Missed Approach - OEI			High
Conduct Missed Approach - OEI	Can apply the appropriate power setting for the flight condition and establish a pitch attitude necessary to obtain the desired performance during an one engine inoperative missed approach.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI	Can perform retraction of the wing flaps/drag devices and landing gear, if appropriate, in the correct sequence and at a safe altitude, and initiate a positive rate of climb at the appropriate airspeed/V- speed, ±5 knots during an one engine inoperative missed approach.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI	Can coordinate with crew and execute the appropriate procedures and checklist(s) in a timely manner during an one engine inoperative missed approach.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI	Can comply with the published or alternate missed approach procedure during an one engine inoperative missed approach.		High
Conduct Missed Approach - OEI	Can coordinate with ATC if unable to comply with a clearance, restriction, or climb gradient.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI	Can maintain the heading, course, or bearing ±5°, and altitude(s) ±100 feet during the missed approach procedure during an one engine inoperative missed approach.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI	Can use an MFD and other graphical navigation displays, if installed, to monitor position and track to help navigate the missed approach.		High
Conduct Missed Approach - OEI	Can demonstrate effective CRM during an one engine inoperative missed approach.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI	Can execute re-engagement of the autopilot at appropriate times during the one engine inoperative missed approach procedure.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI	Can obtain ATC clearance to attempt another approach, proceed to the alternate airport, holding fix, or other clearance limit, as appropriate, or as directed by the evaluator during an one engine inoperative missed approach.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing failure to follow prescribed procedures during an one engine inoperative missed approach.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing holding, diverting, or electing to fly the approach again during an one engine inoperative missed approach.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach during an one engine inoperative missed approach.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing factors that might lead to executing an one engine inoperative missed approach procedure before the MAP or to a go-around below DA/MDA.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Missed Approach - OEI		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems during an one engine inoperative missed approach.	High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can appreciate that there are environments in which using CDFA technique is not advisable or practical, for example airports that do not offer straight in non precision approaches.	High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach			High
Conduct Nonprecision Approach	Can perform the nonprecision instrument approaches selected by the instructor/evaluator		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can initiate two-way communications with ATC appropriate for the phase of flight or approach segment, and use proper communication phraseology.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can execute selection, tuning, identification, and confirmation the operational status of navigation equipment to be used for the approach.		High
Conduct Nonprecision Approach	Can Comply with all clearances issued by ATC .		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.		High
Conduct Nonprecision Approach	Can coordinate with ATC if unable to comply with a clearance.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can maintain the appropriate airplane configuration and airspeed considering meteorological and operating conditions.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can assess NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment and adjust the published MDA and visibility criteria for the aircraft approach category		High
Conduct Nonprecision Approach	Can maintain a stabilized descent to the appropriate altitude.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can maintain no more than ¼ scale CDI deflection, airspeed ±5 knots of selected value, and altitude above MDA +50/-0 feet (to the VDP or MAP) during the final approach segment		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can execute the missed approach procedure if the required visual references are not distinctly visible and identifiable at the appropriate point or altitude for the approach profile, or execute a normal landing from a straight-in or circling approach.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach	Can use a Multi-Function Display (MFD) and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to follow the correct approach procedure (e.g., descending too early, etc.).	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Selecting an incorrect navigation frequency.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to manage automated navigation and auto flight systems.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Failure to ensure proper airplane configuration during an approach and missed approach.	High
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing An unstable approach, including excessive descent rates.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Deteriorating weather conditions on approach.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Nonprecision Approach		Can identify, assess, and manage risks, encompassing Operating below the minimum descent altitude (MDA) or continuing a descent below decision altitude (DA) without proper visual references.	High
Conduct OEI Climb to En Route Altitude			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct OEI Climb to En Route Altitude	Can conduct an OEI climb enroute at either V_{se} or greater, depending on conditions.		High
Conduct Precision Approach			High
Conduct Precision Approach			High
Conduct Precision Approach			High
Conduct Precision Approach			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can perform the precision instrument approaches selected by the instructor/evaluator.		High
Conduct Precision Approach	Can initiate two-way communications with ATC appropriate for the phase of flight or approach segment, and use proper communication phraseology.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can execute selection, tuning, identification, and confirmation the operational status of navigation equipment to be used for the approach.		High
Conduct Precision Approach	Can comply in a timely manner with all clearances, instructions, and procedures.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action.		High
Conduct Precision Approach	Can coordinate with ATC if unable to comply with a clearance.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can maintain the appropriate airplane configuration and airspeed considering meteorological and operating conditions.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can maintain altitude ±100 feet, selected heading ±5°, airspeed ±10 knots, and perform tracking of radials, courses, and bearings, prior to beginning the final approach segment.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can assess NOTAMs, inoperative aircraft or navigation equipment, or inoperative visual aids associated with the landing environment and adjust the published MDA and visibility criteria for the aircraft approach category		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can initiate and maintain a predetermined rate of descent which approximates that required for the aircraft to follow the vertical guidance, at the point where vertical guidance begins		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can maintain a stabilized final approach from the Final Approach Fix (FAF) to DA/DH allowing no more than ¼-scale deflection of either the vertical or lateral guidance indications and maintain the desired airspeed ±5 knots		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can immediately initiate the missed approach procedures if the required visual references for the runway are not distinctly visible and identifiable upon reaching the DA/DH.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can, upon reaching the DA/DH, perform a transition to a normal landing when the aircraft is in a position from which a descent to a landing on the runway can be made at a normal rate of descent using normal maneuvering		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can use an MFD and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing failure to follow the correct approach procedure (e.g. descending below the glideslope, etc.).	High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing selecting an incorrect navigation frequency.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing failure to manage automated navigation and auto flight systems.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing failure to ensure proper airplane configuration during an approach and missed approach.	High
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing an unstable approach, including excessive descent rates.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing deteriorating weather conditions on approach.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can identify, assess, and manage risks, encompassing continuing to descend below the Decision Altitude (DA)/Decision Height (DH) when the required visual references are not visible.	High
Conduct Precision Approach			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can perform appropriate normal and non-normal procedures including crew duties, monitoring assignments, transfer of control during normal operations, appropriate automatic or crew-initiated call-outs, proper use of standard or special IAPs, applicable minima for normal configurations or for alternate or failure configurations, and reversion to higher minima in the event of failures		High
Conduct Precision Approach			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can perform procedures to address the transition from electronic monitoring displays to external visual references for both PF and PM for systems that include such displays.		High
Conduct Precision Approach			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach		Can appreciate constraints for head winds, tail winds, crosswinds, and the effect of vertical and horizontal wind shear on automatic systems, flight directors (F/D), or other system (e.g., HUD, SVGS, etc.) performance. For systems such as HUDs that have a limited field of view (FOV), or synthetic reference systems, pilots should be familiar with the display limitations of these systems and expected pilot actions in the event that the aircraft reaches or exceeds a display limit capability.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can execute types of instrument procedures approved for the air carrier (standard and special, lowest straight-in, or circling minima, if applicable); according to the operators manuals, charts and checklists, on the aircraft type, model and series flown.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can use flight guidance and/or visual system(s) and their corresponding category(s) of minima for each authorized system;		High
Conduct Precision Approach	Can use NAVAID(s) and visual aids used (LVO/SMGCS lighting if applicable);		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can apply Flightcrew procedures used (e.g., PF/PM duties, monitored approach, or call-outs);		High
Conduct Precision Approach		Can demonstrate familiarization with airport and runway characteristics typically experienced;	High
Conduct Precision Approach			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Precision Approach	Can perform relevant normal, non-normal, and environmental conditions. Training and evaluation need only be conducted using relevant and representative procedures and conditions (e.g., a representative mix of day, night, dusk, variable/patchy conditions, representative temperatures, landing runway altitudes, precipitation conditions, turbulence, and icing conditions); and		High
Conduct Precision Approach	Can respond appropriately to aircraft and ground system failures.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff			High
Conduct Rejected Takeoff			High
Conduct Rejected Takeoff			High
Conduct Rejected Takeoff			High
Conduct Rejected Takeoff			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff	Can execute aborted takeoff if the powerplant failure occurs at a point during the takeoff where the abort procedure can be initiated and the airplane can be safely stopped on the remaining runway		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff	Can execute prompt reduction of power and maintain positive aircraft control using drag and braking devices, as appropriate, to come to a stop		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff	Can coordinate with crew, if applicable, and complete the appropriate procedures, checklist(s), and radio calls following a rejected takeoff in a timely manner		High
Conduct Rejected Takeoff		Can identify, assess, and manage risks, encompassing a powerplant failure or other malfunction during takeoff.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff		Can identify, assess, and manage risks, encompassing failure to maintain directional control following a rejected takeoff	High
Conduct Rejected Takeoff		Can identify, assess, and manage risks, encompassing rejecting takeoff with inadequate stopping distance	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff		Can identify, assess, and manage risks, encompassing a high-speed abort distractions, loss of situational awareness, or improper task management	High
Conduct Rejected Takeoff	Can execute Rejected takeoff from a point prior to V1 (including an engine failure);		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Rejected Takeoff	Can perform rejected takeoff requiring transfer of control (if applicable) for low-visibility takeoff minima where a flight guidance and/or vision system is required		High
Conduct Rejected Takeoff	Can perform rejected takeoff with failure of the flight guidance device or ground-based guidance system, at a critical point of the takeoff, unless these systems have failure characteristics that are extremely improbable.		High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can record taxi instructions, respond to taxi clearances, and review taxi routes on the airport diagram.		High
Conduct Taxi	Can use an airport diagram or taxi chart during taxi		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can comply with ATC clearances and instructions and observe all runway hold lines, ILS critical areas, beacons, and other airport/taxiway markings and lighting		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can coordinate with crew, if applicable, and complete the appropriate checklist(s) prior to and during taxi		High
Conduct Taxi	Can maintain situational awareness during taxi		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can maintain correct and positive airplane control, proper speed, appropriate use of wheel brakes and reverse thrust		High
Conduct Taxi	Can maintain separation between other aircraft, vehicles, and persons to avoid an incursion/incident/accident		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can use aircraft exterior lighting for day and night operations		High
Conduct Taxi		Can identify, assess, and manage risks, encompassing inappropriate activities and distractions	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can identify, assess, and manage risks, encompassing confirmation or expectation bias as related to taxi instructions	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing a taxi route or departure runway change	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can identify, assess, and manage risks, encompassing failure to complete checklist(s)	High
Conduct Taxi		Can identify, assess, and manage risks, encompassing low visibility taxi operations	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Low visibility taxi and ground operations should be trained to the extent practical and beneficial. Such training should address operations at typical airports or alternately, at airports frequently experiencing low-visibility conditions, complex airports on the operator's route system, airports with particular low visibility ground movement difficulties, or rarely used but significant contingency airports, as determined appropriate by the operator.		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	perform either PF or PM duties, unless otherwise limited by the operator’s policies or aircraft characteristics (e.g., single HUD).		High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High
Conduct Taxi			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can apply use of the airport diagram after receiving a clearance, and confirms and verbalizes the assigned runway and taxi route, including any instructions to hold short of, or cross, a runway. If there is any doubt, speaks up and resolve the uncertainty before taxi		High
Conduct Taxi			High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can use airport diagram to follow progress of the taxi operation		High
Conduct Taxi	Can execute bringing the aircraft to a complete stop, or be in a phase of taxiing that has no risk of a runway incursion before continuing with operational duties and checklists		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can execute turning on the rotating beacon whenever an engine is running		High
Conduct Taxi	Can execute turning on navigation, position, anti-collision, and logo lights, if available, to signal intent to other pilots prior to commencing taxi		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can execute turning on the taxi light when the aircraft is moving or intending to move on the ground, and turning it off when stopped or yielding or as a consideration to other pilots or ground personnel		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi	Can execute illuminating all lights when crossing a runway when appropriate		High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can conduct a briefing on the timing and execution of aircraft checklists and company communications at the appropriate times and locations, ensuring the pilot who is not taxiing the aircraft can be available to participate in verbal coordination with the pilot who is taxiing the aircraft	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can consider the anticipated duration of the taxi operation, the locations of hot spots/complex intersections and runway crossings, and the visibility along the taxi route when briefing tasks or accomplishing checklists	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can manage pilot workload and heads-down time during taxi by conducting predeparture checklists, including setting the takeoff flap setting, when the aircraft is stopped or while taxiing straight ahead on a taxiway without complex intersections and hot spots	High
Conduct Taxi		Can maintain a sterile cockpit during taxi operations	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can manage the risk of expectation bias, and follow the clearance or instructions that are actually received, and not the ones they expected to receive.	High
Conduct Taxi		Can be alert to ATC instructions to hold short of an ILS critical area holding line.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can monitor the aircraft's progress on the airport diagram to ensure that the pilot taxiing the aircraft is following the instructions received from the ATC while maintaining outside vigilance	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can respond to all hold short instructions, and verifies with other crew members or ATC to ensure agreement and understanding	High
Conduct Taxi		Can comply with hold short or crossing clearance when approaching an entrance to a runway.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can explain or demonstrate proper actions if the crew becomes disoriented: never stop on a runway, and initiate communications with ATC to regain orientation.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can demonstrate vigilance when instructed to taxi and “Line Up and Wait”. Turns Traffic Alert and Collision Avoidance System (TCAS)/traffic advisory systems (TAS) on in order obtain awareness of any aircraft that may be landing on your runway.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can determine whether or not to accept last-minute turnoff instructions from ATC, refusing such clearance unless the crew clearly understands the instructions and are certain that they can safely comply.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can resolve all misunderstandings or disagreements regarding taxi clearance to the satisfaction of all flightcrew members before taxiing the aircraft.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can coordinate with other flightcrew member(s) if stopping and resuming the monitoring of the ATC frequency, for example when it becomes necessary for a flightcrew member to stop monitoring any ATC frequency to prepare the aircraft for takeoff or landing.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can assess any upcoming hold short instructions or clearances that could be misinterpreted prior to stopping and after resuming monitoring of the taxi. An example may include: "I'm heads-down, right turn ahead at Alpha," or "I'm back, any changes?"	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can appreciate that time away from monitoring ATC should be avoided with complex taxi routing or crossing of runways. Any instructions or information received or transmitted during that flightcrew member's absence from the ATC frequency should be reviewed and confirmed upon his or her return.	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can coordinate verbally at complex intersections to be sure that: the intersection is correctly identified and confirmed using the airport diagram and the heading indicator	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can state “approaching (specific runway number) hold short line. Before crossing any hold short line, the flightcrew should visually scan to the left and to the right, including the full length of the runway and its approach paths, and coordinate verbally (e.g., “clear right/left” or that the scan area is not clear).	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can coordinate verbally and agree on the runway assigned by ATC, the upcoming assigned exit, and any restrictions, such as hold short points of an intersecting runway and the aircraft's parking area after landing	High

HS-125 COURSE 2 - SIMULATOR (SIM) TRAINING 3			
TASKS	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Conduct Taxi		Can consider any adverse effects to safety that illuminating the forward-facing lights will have on the vision of other pilots or ground personnel during runway crossings, and adjust operation accordingly	High
Conduct Taxi			High

Appendix H – HS-125 Differences Courses Learning Objectives

HS-125 Standardized Curriculum

1 Hawker 800 and HS-125 Differences

Differences from BAe-125-800A/XP, Hawker 800 to BAe-125-800A/XP, Hawker 800 with Honeywell CDS/R						
Ground		**Systems Integration (Requires minimum Level 4 FTD)**		**Sim**		**Checking**
Initial	Recurrent	Initial	Recurrent	Initial	Recurrent	
1.0	0.5	4.0	1.0	N/A	N/A	Level B

Initial Differences from BAe-125-800A/XP, Hawker 800 to BAe-125-800A/XP, Hawker 800 with Honeywell CDS/R			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800 with CDS/R	Can recognize that the EADI/EHSI/ALT is replaced with PFD and the MFD to left side was replaced.		
Differences BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800 with CDS/R	Can recognize that the controls for CRS/HDG/ALT were moved to bottom instrument panel (RI-553).		
Differences BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800 with CDS/R	Can explain that the CAS messaging is added to the MFD for CDS/R monitoring only and annunciators are moved to the center pedestal.		
Differences BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800 with CDS/R	Can recognize that the 5x5-inch EFIS displays were replaced by 8x10-inch EFIS displays: Attitude Indicator, Horizontal Situation Indicator Analog instruments replaced with 8x10-inch EFIS: Altimeter, RMI.		
Differences BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800 with CDS/R	Can explain the new EFIS format selections; added PFD/MFD menu control through joystick; New reversion controller		

Initial Differences from BAe-125-800A/XP, Hawker 800 to BAe-125-800A/XP, Hawker 800 with Honeywell CDS/R			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800 with CDS/R	Can assess the impact that the EADI/EHSI/ALT being replaced with a PFD may have on the execution of inflight maneuvers, instrument procedures, emergencies and abnormals		
Differences BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800 with CDS/R		Can use attitude, heading and altitude information from the PFD.	Medium
Differences BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800 with CDS/R		Can use controls for CRS/HDG/ALT to manage the flight path of the aircraft.	Medium
Differences BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800 with CDS/R		Can recognize CSD/R annunciators on the MFD	Medium
Differences BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800 with CDS/R		Can use reversion controller and PFD/MFP menu controller	Medium
Differences BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800 with CDS/R		Can use the FMS NZ-2000.	Medium
Differences BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800 with CDS/R		Can use the TCAS integrated with EFIS display and display control panels.	Medium

Initial Differences from BAe-125-800A/XP, Hawker 800 to BAe-125-800A/XP, Hawker 800 with Honeywell CDS/R			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800 with CDS/R		Can use the TAWS integrated with EFIS display and display control panels	Medium

Table 1.3

Recurrent Differences from BAe-125-800A/XP, Hawker 800 to BAe-125-800A/XP, Hawker 800 with Honeywell CDS/R			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800 with CDS/R	Can recognize that the EADI/EHSI/ALT is replaced with PFD and the MFD to left side was replaced.		
Differences BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800 with CDS/R	Can recognize that the controls for CRS/HDG/ALT were moved to bottom instrument panel (RI-553).		
Differences BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800 with CDS/R	Can explain that the CAS messaging is added to the MFD for CDS/R monitoring only and annunciators are moved to the center pedestal.		
Differences BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800 with CDS/R	Can recognize that the 5x5-inch EFIS displays were replaced by 8x10-inch EFIS displays: Attitude Indicator, Horizontal Situation Indicator Analog instruments replaced with 8x10-inch EFIS: Altimeter, RMI.		

Recurrent Differences from BAe-125-800A/XP, Hawker 800 to BAe-125-800A/XP, Hawker 800 with Honeywell CDS/R			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800 with CDS/R	Can explain the new EFIS format selections; added PFD/MFD menu control through joystick; New reversion controller		
Differences BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800 with CDS/R	Can assess the impact that the EADI/EHSI/ALT being replaced with a PFD may have on the execution of inflight maneuvers, instrument procedures, emergencies and abnormals		
Differences BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800 with CDS/R		Can use attitude, heading and altitude information from the PFD.	High
Differences BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800 with CDS/R		Can use controls for CRS/HDG/ALT to manage the flight path of the aircraft.	High
Differences BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800 with CDS/R		Can recognize CSD/R annunciators on the MFD	High
Differences BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800 with CDS/R		Can use reversion controller and PFD/MFP menu controller	High
Differences BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800 with CDS/R		Can use the FMS NZ-2000.	High

Recurrent Differences from BAe-125-800A/XP, Hawker 800 to BAe-125-800A/XP, Hawker 800 with Honeywell CDS/R			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800 with CDS/R		Can use the TCAS integrated with EFIS display and display control panels.	High
Differences BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800 with CDS/R		Can use the TAWS integrated with EFIS display and display control panels	High

Differences from Hawker 900XP to Hawker 800XP/850XP						
Ground		**Systems Integration (Requires minimum Level 4 FTD)**		**Sim**		**Checking**
Initial	Recurrent	Initial	Recurrent	Initial	Recurrent	
1.0	0.5	0.5	0.5	N/A	N/A	Level A (Level B if IFIS 5000 equipped)

Initial Differences from BAe-125-800A/XP, Hawker 800 to BAe-125-800A/XP, Hawker 800 with Honeywell CDS/R			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences Hawker 900XP to Hawker 800XP/850XP	Can explain that the IFIS-5000 is an available option with 800XP and standard equipment for 850XP and 900XP. (This difference is not specific to 900XP)		
Differences Hawker 900XP to Hawker 800XP/850XP	Can identify DEEC fault condition annunciators on master warning system		

Initial Differences from BAe-125-800A/XP, Hawker 800 to BAe-125-800A/XP, Hawker 800 with Honeywell CDS/R			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences Hawker 900XP to Hawker 800XP/850XP	Can properly use three position ignition switch		
Differences Hawker 900XP to Hawker 800XP/850XP	Can recognize conditions under which the DEEC controls igniters automatically		
Differences Hawker 900XP to Hawker 800XP/850XP	Can explain check procedure for APR, preflight action for Engine Computer, and check procedure for engine anti-ice.		
Differences Hawker 900XP to Hawker 800XP/850XP	Can explain air start procedures and added procedures for additional DEEC annunciators for the MWS.		
Differences Hawker 900XP to Hawker 800XP/850XP	Can explain use of APR for TAWS response.		
Differences Hawker 900XP to Hawker 800XP/850XP	Can identify red annunciators for the DEECs		
Differences Hawker 900XP to Hawker 800XP/850XP	Can describe Smoke procedures using full face oxygen masks		
Differences Hawker 900XP to Hawker 800XP/850XP		Can use IFIS 5000 to retrieve and stow information	Medium

Initial Differences from BAe-125-800A/XP, Hawker 800 to BAe-125-800A/XP, Hawker 800 with Honeywell CDS/R			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences Hawker 900XP to Hawker 800XP/850XP	Can explain that the IFIS-5000 is an available option with 800XP and standard equipment for 850XP and 900XP. (This difference is not specific to 900XP)		
Differences Hawker 900XP to Hawker 800XP/850XP	Can identify DEEC fault condition annunciators on master warning system		
Differences Hawker 900XP to Hawker 800XP/850XP	Can properly use three position ignition switch		
Differences Hawker 900XP to Hawker 800XP/850XP	Can recognize conditions under which the DEEC controls igniters automatically		
Differences Hawker 900XP to Hawker 800XP/850XP	Can explain check procedure for APR, preflight action for Engine Computer, and check procedure for engine anti-ice.		
Differences Hawker 900XP to Hawker 800XP/850XP	Can explain air start procedures and added procedures for additional DEEC annunciators for the MWS.		
Differences Hawker 900XP to Hawker 800XP/850XP	Can explain use of APR for TAWS response.		
Differences Hawker 900XP to Hawker 800XP/850XP	Can identify red annunciators for the DEECs		
Differences Hawker 900XP to Hawker 800XP/850XP	Can describe Smoke procedures using full face oxygen masks		

Initial Differences from BAe-125-800A/XP, Hawker 800 to BAe-125-800A/XP, Hawker 800 with Honeywell CDS/R			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences Hawker 900XP to Hawker 800XP/850XP		Can use IFIS 5000 to retrieve and stow information	Medium

Recurrent Differences from BAe-125-800A/XP, Hawker 800 to BAe-125-800A/XP, Hawker 800 with Honeywell CDS/R			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences Hawker 900XP to Hawker 800XP/850XP	Can explain that the IFIS-5000 is an available option with 800XP and standard equipment for 850XP and 900XP. (This difference is not specific to 900XP)		
Differences Hawker 900XP to Hawker 800XP/850XP	Can identify DEEC fault condition annunciators on master warning system		
Differences Hawker 900XP to Hawker 800XP/850XP	Can properly use three position ignition switch		
Differences Hawker 900XP to Hawker 800XP/850XP	Can recognize conditions under which the DEEC controls igniters automatically		
Differences Hawker 900XP to Hawker 800XP/850XP	Can explain check procedure for APR, preflight action for Engine Computer, and check procedure for engine anti-ice.		

Recurrent Differences from BAe-125-800A/XP, Hawker 800 to BAe-125-800A/XP, Hawker 800 with Honeywell CDS/R			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences Hawker 900XP to Hawker 800XP/850XP	Can explain air start procedures and added procedures for additional DEEC annunciators for the MWS.		
Differences Hawker 900XP to Hawker 800XP/850XP	Can explain use of APR for TAWS response.		
Differences Hawker 900XP to Hawker 800XP/850XP	Can identify red annunciators for the DEECs		
Differences Hawker 900XP to Hawker 800XP/850XP	Can describe Smoke procedures using full face oxygen masks		
Differences Hawker 900XP to Hawker 800XP/850XP		Can use IFIS 5000 to retrieve and stow information	High

Differences from BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800A/XP with Collins IDS-3000						
Ground		**Systems Integration (Requires minimum Level 6 FTD)**		**Sim**		**Checking**
Initial	Recurrent	Initial	Recurrent	Initial	Recurrent	
1.0	0.5	4.0	1.0	N/A	N/A	Level C

Initial Differences from BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800A/XP with Collins IDS-3000			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000	Can use the pilot and co-pilot PFD and MFD that replace the EADI/EHSI/ALT, the MFD was replaced, Replaced MFD, and identify Removed engine instruments		
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000	Can use the controls for Course, Heading, Altitude on glareshield eyebrow, and the relocated radar control		
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000	Can identify indicating/recording systems were installed at various locations at pilot, center, and co-pilot instrument panel.		
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000	Can identify annunciators that are changed, removed, or relocated (Fuel, APR, T/R, EFIS Fans, Nav, Autoflight, GPWS).		

Initial Differences from BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800A/XP with Collins IDS-3000			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000	Can use the 5x6-inch EADI/EHSI displays replaced by 8x10-inch EFIS displays (PFD); attitude indicator/horizontal situation indicator. Analog instruments replaced with 8x10-inch EFIS (PFD); airspeed/mach, altimeter, vertical speed, RMI. New EFIS format, control, and selections; two display control panels, one course heading panel, two digital interface units, two cursor control panels.		
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000	Can identify navigation display on each flight display.		
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000	Can explain that the IFIS-5000 was installed for electronic charts and/or weather.		

Initial Differences from BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800A/XP with Collins IDS-3000			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000	Can explain that the IFIS-5000 was installed for electronic charts and/or weather. Can explain function of TCAS integrated with EFIS display and display control panels		
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000	can explain operation of TAWS integrated with EFIS display and display control panels		
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000		Can use altitude preselect and baro set.	Medium
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000		Can use IFIS 5000 to retrieve and stow information	Medium
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000		Can recognize that the analog instruments were replaced with 8x10-inch EFIS: N1, N2, ITT, Fuel Flow, Oil Pressure, Oil Temperature.	Medium
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000		Can perform inflight maneuvers by reference to EADI/EHSI/ALT with PFD	Medium
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000		Can perform instrument procedures by reference to EADI/EHSI/ALT with PFD	Medium

Initial Differences from BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800A/XP with Collins IDS-3000			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000		Can perform emergency procedures by reference to EADI/EHSI/ALT with PFD	Medium
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000		Can perform abnormal procedures by reference to EADI/EHSI/ALT with PFD	Medium

Recurrent Differences from BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800A/XP with Collins IDS-3000			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000	Can use the pilot and co-pilot PFD and MFD that replace the EADI/EHSI/ALT, the MFD was replaced, Replaced MFD, and identify Removed engine instruments		
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000	Can use the controls for Course, Heading, Altitude on glareshield eyebrow, and the relocated radar control		

Recurrent Differences from BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800A/XP with Collins IDS-3000			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000	Can identify indicating/recording systems were installed at various locations at pilot, center, and co-pilot instrument panel.		
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000	Can identify annunciators that are changed, removed, or relocated (Fuel, APR, T/R, EFIS Fans, Nav, Autoflight, GPWS).		
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000	Can use the 5x6-inch EADI/EHSI displays replaced by 8x10-inch EFIS displays (PFD); attitude indicator/horizontal situation indicator. Analog instruments replaced with 8x10-inch EFIS (PFD); airspeed/mach, altimeter, vertical speed, RMI. New EFIS format, control, and selections; two display control panels, one course heading panel, two digital interface units, two cursor control panels.		

Recurrent Differences from BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800A/XP with Collins IDS-3000			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000	Can identify navigation display on each flight display.		
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000	Can explain that the IFIS-5000 was installed for electronic charts and/or weather.		
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000	Can explain function of TCAS integrated with EFIS display and display control panels		
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000	can explain operation of TAWS integrated with EFIS display and display control panels		
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000		Can use altitude preselect and baro set.	High
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000		Can use IFIS 5000 to retrieve and stow information	High
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000		Can recognize that the analog instruments were replaced with 8x10-inch EFIS: N1, N2, ITT, Fuel Flow, Oil Pressure, Oil Temperature.	High

Recurrent Differences from BAe-125-800A, Hawker 800 to BAe-125-800A, Hawker 800A/XP with Collins IDS-3000			
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000		Can perform inflight maneuvers by reference to EADI/EHSI/ALT with PFD	High
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000		Can perform instrument procedures by reference to EADI/EHSI/ALT with PFD	High
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000		Can perform emergency procedures by reference to EADI/EHSI/ALT with PFD	High
Differences BAe-125-800A with EFIS-86 to BAe-125-800A with Collins Proline IDS-3000		Can perform abnormal procedures by reference to EADI/EHSI/ALT with PFD	High

Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21						
Ground		**Systems Integration (Requires minimum Level 4 FTD)**		**Sim**		**Checking**
Initial	Recurrent	Initial	Recurrent	Initial	Recurrent	
4.0	2.0	4.0	2.0	N/A	N/A	Level B

Initial Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can describe system specific levels of automation, mode annunciations, mode changes, alerts, interactions, reversions and degradation			
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can describe the monitoring procedures for each phase of flight (for example, monitor PROG or LEGS page)			
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can describe proper interpretation of electronic displays and symbols			
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can describe the operation of the airplane systems and components using correct terminology			

Initial Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals			
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device			
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can describe the operation of the airplane systems and components using correct terminology			
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals			

Initial Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device			
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device			
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can describe the operation of the airplane systems and components using correct terminology			

Initial Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device			
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can describe the operation of the airplane systems and components using correct terminology			
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals			

Initial Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device			
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device			
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can describe the operation of the airplane systems and components using correct terminology			

Initial Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can verify currency of aircraft navigation data.		Medium
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can verify successful completion of RNAV system self-tests		Medium
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can execute initialization of RNAV system position		Medium
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can execute retrieval and flying of a DP or STAR with appropriate transition		Medium

Initial Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can comply with speed and/or altitude constraints associated with a DP or STAR.		Medium
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can execute making a runway change associated with a DP or STAR		Medium
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can verify waypoints and flight plan programming		Medium
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can perform a manual or automatic runway update (with takeoff point shift, if applicable)		Medium

Initial Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can perform flying direct to a waypoint		Medium
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can perform flying a course/track to a waypoint.		Medium
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can perform interception of a course/track		Medium
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can comply with a vectored off and execute rejoining a procedure.		Medium

Initial Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can determine cross-track error/deviation		Medium
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can execute insertion and deletion of a route discontinuity		Medium
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can execute removal and reselection of navigation sensor inputs.		Medium
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can confirm exclusion of a specific navigation aid or navigation aid type.		Medium

Initial Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can execute insertion and deletion of a lateral offset		Medium
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can execute a change of the arrival airport and alternate airport		Medium
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can execute insertion and delete a holding pattern		Medium
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can perform instrument procedures		Medium

Initial Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can coordinate with crew and execute the appropriate checklist(s) in a timely manner		Medium
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can perform communication with ATC as appropriate for the situation.		Medium
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21			Can manage the risk of errors when receiving a change to assigned routing by ensuring the waypoints sequence depicted by their navigation system matches the route depicted on the appropriate chart(s) and their assigned route	Medium

Initial Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21			Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	Medium
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21			Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	Medium
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21			Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	Medium
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21			Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	Medium

Initial Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can describe system specific levels of automation, mode annunciations, mode changes, alerts, interactions, reversions and degradation			
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can describe the monitoring procedures for each phase of flight (for example, monitor PROG or LEGS page)			
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can describe proper interpretation of electronic displays and symbols			
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can describe the operation of the airplane systems and components using correct terminology			
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals			

Initial Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device			
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can describe the operation of the airplane systems and components using correct terminology			
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals			
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device			

Initial Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device			
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can describe the operation of the airplane systems and components using correct terminology			
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device			
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can describe the operation of the airplane systems and components using correct terminology			

Initial Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals			
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device			
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device			
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21	Can describe the operation of the airplane systems and components using correct terminology			

Initial Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can verify currency of aircraft navigation data.		High
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can verify successful completion of RNAV system self-tests		High
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can execute initialization of RNAV system position		High
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can execute retrieval and flying of a DP or STAR with appropriate transition		High
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can comply with speed and/or altitude constraints associated with a DP or STAR.		High

Initial Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can execute making a runway change associated with a DP or STAR		High
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can verify waypoints and flight plan programming		High
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can perform a manual or automatic runway update (with takeoff point shift, if applicable)		High
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can perform flying direct to a waypoint		High
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can perform flying a course/track to a waypoint.		High

Initial Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can perform interception of a course/track		High
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can comply with a vectored off and execute rejoining a procedure.		High
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can determine cross-track error/deviation		High
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can execute insertion and deletion of a route discontinuity		High
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can execute removal and reselection of navigation sensor inputs.		High

Initial Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can confirm exclusion of a specific navigation aid or navigation aid type.		High
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can execute insertion and deletion of a lateral offset		High
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can execute a change of the arrival airport and alternate airport		High
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can execute insertion and delete a holding pattern		High
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can perform instrument procedures		High

Initial Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can coordinate with crew and execute the appropriate checklist(s) in a timely manner		High
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21		Can perform communication with ATC as appropriate for the situation.		High
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21			Can manage the risk of errors when receiving a change to assigned routing by ensuring the waypoints sequence depicted by their navigation system matches the route depicted on the appropriate chart(s) and their assigned route	High
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21			Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High

Initial Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21			Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	High
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21			Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High
Differences from BAe-125-800A/XP with Honeywell to BAe-125-800A/XP with Collins Proline 21			Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High

Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell						
Ground		**Systems Integration (Requires minimum Level 4 FTD)**		**Sim**		**Checking**
Initial	Recurrent	Initial	Recurrent	Initial	Recurrent	
4.0	2.0	4.0	2.0	N/A	N/A	Level B

Initial Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can describe system specific levels of automation, mode annunciations, mode changes, alerts, interactions, reversions and degradation			
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can describe the monitoring procedures for each phase of flight (for example, monitor PROG or LEGS page)			
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can describe proper interpretation of electronic displays and symbols			
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can describe the operation of the airplane systems and components using correct terminology			
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals			

Initial Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device			
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can describe the operation of the airplane systems and components using correct terminology			
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals			
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device			

Initial Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device			
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can describe the operation of the airplane systems and components using correct terminology			
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device			
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can describe the operation of the airplane systems and components using correct terminology			

Initial Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals			
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device			
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device			
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can describe the operation of the airplane systems and components using correct terminology			

Initial Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can verify currency of aircraft navigation data.		Medium
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can verify successful completion of RNAV system self-tests		Medium
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can execute initialization of RNAV system position		Medium
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can execute retrieval and flying of a DP or STAR with appropriate transition		Medium
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can comply with speed and/or altitude constraints associated with a DP or STAR.		Medium
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can execute making a runway change associated with a DP or STAR		Medium

Initial Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can verify waypoints and flight plan programming		Medium
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can perform a manual or automatic runway update (with takeoff point shift, if applicable)		Medium
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can perform flying direct to a waypoint		Medium
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can perform flying a course/track to a waypoint.		Medium
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can perform interception of a course/track		Medium
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can comply with a vectored off and execute rejoining a procedure.		Medium

Initial Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can determine cross-track error/deviation		Medium
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can execute insertion and deletion of a route discontinuity		Medium
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can execute removal and reselection of navigation sensor inputs.		Medium
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can confirm exclusion of a specific navigation aid or navigation aid type.		Medium
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can execute insertion and deletion of a lateral offset		Medium
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can execute a change of the arrival airport and alternate airport		Medium

Initial Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can execute insertion and delete a holding pattern		Medium
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can perform instrument procedures		Medium
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can coordinate with crew and execute the appropriate checklist(s) in a timely manner		Medium
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can perform communication with ATC as appropriate for the situation.		Medium
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell			Can manage the risk of errors when receiving a change to assigned routing by ensuring the waypoints sequence depicted by their navigation system matches the route depicted on the appropriate chart(s) and their assigned route	Medium

Initial Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell			Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	Medium
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell			Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	Medium
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell			Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	Medium
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell			Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	Medium

Recurrent Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can describe system specific levels of automation, mode annunciations, mode changes, alerts, interactions, reversions and degradation			
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can describe the monitoring procedures for each phase of flight (for example, monitor PROG or LEGS page)			
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can describe proper interpretation of electronic displays and symbols			
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can describe the operation of the airplane systems and components using correct terminology			
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals			

Recurrent Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device			
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can describe the operation of the airplane systems and components using correct terminology			
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals			
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device			

Recurrent Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device			
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can describe the operation of the airplane systems and components using correct terminology			
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device			
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can describe the operation of the airplane systems and components using correct terminology			

Recurrent Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can explain all notes cautions or warnings listed in the OEM manuals & OEM manuals			
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can use the appropriate checklists and NORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem or device			
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can use the appropriate checklists and ABNORMAL procedures to demonstrate or describe the proper use of the airplane system, subsystem, or device			
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell	Can describe the operation of the airplane systems and components using correct terminology			

Recurrent Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can verify currency of aircraft navigation data.		High
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can verify successful completion of RNAV system self-tests		High
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can execute initialization of RNAV system position		High
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can execute retrieval and flying of a DP or STAR with appropriate transition		High
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can comply with speed and/or altitude constraints associated with a DP or STAR.		High
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can execute making a runway change associated with a DP or STAR		High

Recurrent Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can verify waypoints and flight plan programming		High
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can perform a manual or automatic runway update (with takeoff point shift, if applicable)		High
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can perform flying direct to a waypoint		High
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can perform flying a course/track to a waypoint.		High
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can perform interception of a course/track		High
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can comply with a vectored off and execute rejoining a procedure.		High

Recurrent Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can determine cross-track error/deviation		High
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can execute insertion and deletion of a route discontinuity		High
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can execute removal and reselection of navigation sensor inputs.		High
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can confirm exclusion of a specific navigation aid or navigation aid type.		High
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can execute insertion and deletion of a lateral offset		High
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can execute a change of the arrival airport and alternate airport		High

Recurrent Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can execute insertion and delete a holding pattern		High
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can perform instrument procedures		High
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can coordinate with crew and execute the appropriate checklist(s) in a timely manner		High
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell		Can perform communication with ATC as appropriate for the situation.		High
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell			Can manage the risk of errors when receiving a change to assigned routing by ensuring the waypoints sequence depicted by their navigation system matches the route depicted on the appropriate chart(s) and their assigned route	High

Recurrent Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell				
TASKS	**KNOWLEDGE & COGNITIVE LEARNING OBJECTIVES**	**MOTOR SKILL LEARNING OBJECTIVES**	**ATTITUDE LEARNING OBJECTIVES**	**TASK EXPECTATION RATING**
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell			Can identify, assess, and manage risks, encompassing failure to follow proper procedures or checklists in an emergency.	High
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell			Can identify, assess, and manage risks, encompassing multiple failures or system abnormalities.	High
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell			Can identify, assess, and manage risks, encompassing failure to consider altitude, wind, terrain, and obstructions in an emergency.	High
Differences from BAe-125-800A/XP with Proline 21 to BAe-125-800A/XP with Honeywell			Can identify, assess, and manage risks, encompassing distractions, loss of situational awareness, or improper task management.	High