TURBINE AIRCRAFT INITIAL TRAINING SYLLABUS

ONLINE TRAINING

Pre On-Site Aircraft Training (Online Training):

Each client will have access to online training program of PC-12 SERIES, Meridian, and M600 aircraft at www.roncoxaviation.com. Normal online training completion time is approximately six - ten hours with chapter quizzes and a final exam. All chapter quizzes and the final exam are graded and retained for review with Instructor during ground school. Below is an overview of the Online Training Curricula, chapters may vary depending upon the type of aircraft.

Chapter 1: "GENERAL AIRCRAFT" - covers the exterior and interior details of the PC-12 series, Meridian, or M600 aircraft.

Chapter 2: "ENGINE AND PROPELLER SYSTEMS" -P&W 42A and 67B & P Engine and Prop. All sections of the engine are discussed with electronic call outs and specific high lights regarding the nomenclature and specific operational procedures regarding the safe operation of the engine to include SB, SL, and AD's issued by the engine manufacturer on the P&W engines.

Chapter 3: "ELECTRICAL SYSTEMS" - Electrical System of the PC-12 Legacy, NG, Meridian, and M600 to include several operational charts diagramming the Primary and Secondary Electrical fields specific to the respective aircraft. Electronic interactive modules show normal, abnormal, and emergency operations of the electrical systems of the aircraft.

Chapter 4: "LANDING GEAR AND HYDRAULIC SYSTEMS" - Landing Gear and Hydraulic systems of the PC-12 series, Meridian, and M600 programs shows accumulators and gear actuators used in the landing gear of the respective aircraft. Includes pre-flight of the landing gear and possible malfunctions of the landing gear both on the ground and in-flight that will be displayed on the Honeywell Apex or Garmin MFD's.

Chapter 5: "PRESSURIZATION AND ENVIRONMENTAL SYSTEMS"- Pressurization and Environmental Systems of the aircraft to include the digital control of the systems displayed on the APEX Honeywell or Garmin. Automation of the Pressurization of the Environmental through the aircrafts basic computer system to include the operation of the heating and cooling systems of the aircraft that are digitally displayed in the aircraft. Call outs and highlight boxes draw the pilot's attention to specific issues and operational concerns of the Pressurization and Environmental Systems.

Chapter 6: "FLIGHT CONTROLS" - Flight Controls to include all integrated aileron, elevator, and rudder controls that use cable and electronic motors to control manual and electronic actuators to boost the flight control systems of the aircraft. The in of the Primary and Secondary actuator controls of the elevator and rudder systems of the applicable aircraft.

Chapter 7: "NAVIGATIONAL SYSTEMS" - Apex Navigational Units to include programming the primary and secondary FMS navigational systems in the PC-12 NG, Meridian, or M600 navigational systems.

Chapter 8: "WEIGHT AND BALANCE" - Weight and Balance planning using a electronic program provided by respective aircraft FMS downloadable by the respective Honeywell or Garmin. This module shows the loading possibilities of the aircraft.

Chapter 9: "FLIGHT PROFILES" - Flight Profiles for normal and abnormal operations of the PC-12 series, Meridian, or M600 aircraft.

Chapter 10: "EMERGENCY PROCEDURES" - Emergency procedures using the downloadable Electronic Quick Reaction Format (QRH) produced by Pilatus Aircraft or Piper electronic Handbook.

On-site Training:

Day One:

Eight hours of ground school using the electronic e-Learning program as a bases of our training plus a power point directed program to high light items not covered or amplified by the ground instructor.

Day Two:

Pre-Flight and Flight Planning	1.5 hours
Flight One: Normal taxi, take-off, and aerial contact work to include slow flight, stalls, Manual Override Operations, Runway Trim, Normal, Short Field, and Crosswind takeoff and landing procedures.	2.5 hours
Post Flight and Debrief	.5 hours
Flight Two: Instrument Procedures to include flight planning the Apex and Garmin FMS for cross country and instrument approach procedures. RNAV and ILS type approaches to include go-around mode on the autopilot. Partial Panel and intersection holding operations programmed and non-published.	2.5 hours
Post Flight and Debrief	.5 hours
Total Day One Flight	7.5 hours

Day Three:

Flight One: Pre-flight and Flight Planning to include uploading and editing the Apex FMS	1.5 hours
LOFT flights to include high altitude, mountainous terrain flights	3.0 hours
Post Flight and Debrief	.5 hours
Flight Two: Emergency and Partial Panel operations with multiple local instrument approaches	2.5 hours
Post Flight and Debrief	.5 hours
Total Day Two Flight	8.0 hours
Total Flight Hours PC-12 NG, Meridian, or M600 Course	15.5 hours

N.B.

Refresher Training is two days with the ground school displayed above limited to one 8-hour day, but includes a BFR/IPC test of FAA Rules and Regulations. Flight training is proficiency based, but includes as a minimum of 3.0 Hours of flight plus2.0 hours of Pre and Post flight briefings. Flight training may extend up to 8.0 hours on the second day.