

UNITED STATES OF AMERICA

XI



DEPARTMENT OF TRANSPORTATION • FEDERAL AVIATION ADMINISTRATION

IV NAME

CARLTON DANIEL WATSON

V ADDRESS

CAMPBELLVILLE KY 42718-9244

VI NATIONALITY USA

SEX HEIGHT WEIGHT HAIR EYES

IVa D.O.B.

M

IX HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF

II COMMERCIAL PILOT

III CERTIFICATE NUMBER

X DATE OF ISSUE

28 MAR 2016

XIV

ADMINISTRATOR



CARLTON DANIEL WATSON

XII RATINGS

COMMERCIAL PILOT

**AIRPLANE SINGLE & MULTIENGINE LAND; INSTRUMENT AIRPLANE
BE-400; MU-300**

XIII LIMITATIONS

ENGLISH PROFICIENT.

BE-400 MU-300 SIC PRIVILEGES ONLY.

**VII SIGNATURE
OF HOLDER**

131525 04/16

UNITED STATES OF AMERICA
Department of Transportation
Federal Aviation Administration

MEDICAL CERTIFICATE SECOND CLASS

This certifies that (Full name and address):

CARLTON daniel WATSON

Campbellsville KY 42718 USA

Date of Birth Height Weight Hair Eyes Sex

has met the medical standards prescribed in part 67, Federal Aviation Regulations, for this class of Medical Certificate.

None

Limitations

Date of Examination

01/08/2016

Examiner's Designation No.

Signature

Typed Name

STEPHEN S. HINTON, MD

AIRMAN'S SIGNATURE

Applicant ID 1996608912

Control No. 200007176521

FAA Form 8500-9 (3-12) Supersedes Previous Edition

NSN 7550-01-471-7002

CONDITIONS OF ISSUE

The holder of this certificate must:

- Have it in his or her personal possession at all times while exercising privileges of an airman certificate. (14CFR § 61.3)
- Understand that the issuance of a medical certificate by an Aviation Medical Examiner may be reversed by the FAA within 60 days. (14CFR § 67.407)
- Comply with validity standards specified for first-, second-, and third-class medical certificates. (14CFR § 61.23)
- Comply with any statement of functional operational, and/or time limitation issued as a condition of certification. (14CFR § 67.401)
- Comply with the standards relating to prohibitions on operation during medical deficiency. (14CFR §§ 61.53, 63.19, and 65.49)

For International Operations Only: Some holders may be affected by certain international medical standards. Consult the U.S. Aeronautical Information Publication for U.S. differences with ICAO Annex 1 medical standards.

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COMMERCIAL PILOT
IN CERTIFICATE NUMBER
X DATE OF ISSUE 21 JAN 2016
ADMINISTRATOR



Ground Training Record

Name: Mr. Carl Watson

Course#: B400A-FI-20160315

Company: Jet Access Aviation, LLC.

Cert Code: 1JAA

Category: INH

Res#: [REDACTED]

Beechjet 400 FAA 135 Initial - Operator Specific

15 Mar 2016

Ground Training Completed

Air Conditioning and Pressurization - Normal / Abnormals
Air Conditioning and Pressurization - Normals
Aircraft Flight Manual
Aircraft General
Applied Avionics #1
Applied Avionics #2
Applied Avionics #3
Auto Flight System - Normal / Abnormals
Auto Flight System - Normals
Cockpit Familiarization and Use of Checklists
Communication Equipment - Normal / Abnormals
Communication Equipment - Normals
Crew Resource Management Training
Electrical - Normal / Abnormals
Electrical - Normals
Emergency Equipment
Fire Protection - Normal / Abnormals
Fire Protection - Normals
Flight Controls - Normal / Abnormals
Flight Controls - Normals
Flight Instruments - Normal / Abnormals
Flight Instruments - Normals
Flight Planning and Performance
Flight Profiles and Maneuvers
FMS Local Area Navigation
Fuel - Normal / Abnormals
Fuel - Normals
Hydraulic - Normal / Abnormals
Hydraulics - Normals
Ice and Rain - Normal / Abnormals
Ice and Rain - Normals
Introduction and Administration
Landing Gear and Brakes - Normal / Abnormals
Landing Gear and Brakes - Normals
Lighting - Initial
Navigation Equipment - Normal / Abnormals
Navigation Equipment - Normals
Oxygen - Normal / Abnormals
Oxygen - Normals
Performance and Limitations Review
Powerplant - Normal / Abnormals
Powerplant - Normals
Self Check #1
Self Check #2

Self Check #3
Self Check #4
Self Check #5
Self Check #6
Systems and Procedures Review
Weight and Balance
Windshear Training

Total Hours: 49.00

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RECORD OF TRAINING / CHECKING

Mr. Carl Watson
Jet Access Aviation, LLC.
Jet Access Aviation, LLC., 1JAA
Part 135 INH Training Program
Beechjet 400

Training Start Date: 15 Mar 2016 / **Reservation #:** [REDACTED]

Ground School: Hours 49.00

Day 1	03/15	IP#86222	Day 2	03/16	IP#86222	AVT1	03/16	IP#86222	Day 3	03/17	IP#86222
Day 4	03/18	IP#86222	AVT2	03/18	IP#86222	AVT3	03/18	IP#86222	Day 5	03/19	IP#86222
Day 6	03/20	IP#86247									

Flight Simulator

Pilot Flying:	Hours	15.25
Pilot Monitoring:	Hours	14.00
Total:	Hours	29.25

Total Instrument: Hours 11.90

Total Day Takeoff/Landings: 1/1

Total Night Takeoff/Landings: 21/20

ILS Approaches: 14

Non-Precision Approaches: 7

Circle: 2

Visual: 3

Checks and Tests Completed:

135.293(b)
Oral 293(a)(3) Wt. & Balance
Oral Base Aircraft 293 (a)(2)
SIC Training 61.55
Type Rating 61.63/61.157

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[REDACTED]
Richard Cave
Head of Training

04/25/2016

Date

Version 4 – 9/21/2015

Flight Training Record

Name: Carl Watson

Course#: B400A-FI-20160315

Company: Jet Access Aviation, LLC.(1JAA)

Res #: [REDACTED]

Category: INH

Cert Code: 1JAA

Grading Scale:

D-Maneuver or Procedure Demonstrated or Discussed-Not Evaluated
C-Not Yet Proficient-Additional Training Required
P-Proficient-Meets PTS Standards(If Applicable)
S-Satisfactory(checkride only)
U-Unsatisfactory(checkride only)
T-Retrain

AC MODEL: Beechjet 400

DUTY POSITION: SIC

Part 135 pilots utilized the 1JAA approved SOPs, Maneuvers/Profile and Checklist for training and checking.

I have reviewed and I am able to operationally train or evaluate the use of 1JAA Aircraft Checklists, SOPs, Maneuvers and Profiles and certify that these documents and procedures were used during the training or checking that I performed.

IP #	51898	86222	86222	86222	82293	50730	51338	51898	50730			
DATE	03/22 2016	03/24 2016	03/25 2016	03/26 2016	03/27 2016	03/27 2016	03/28 2016	03/28 2016	03/29 2016			
SIM SESSION #	S1	S2	S4	S5	S6	S7	S7	S8	S3			
Customer Requirement	S1	S2	S4	S5	S6	S7	S7	S8	S3			
Right Seat Takeoffs/Landings						P			P			
Preparation	S1	S2	S4	S5	S6	S7	S7	S8	S3			
Preflight - Interior						P		S	P			
LOFT/LOS Planning									P			
Preflight - Exterior						P		S				
Preflight - Flightdeck	P					P		S	P			
Performance Data	P	P	P		P	P		S	P			
Ground Operations	S1	S2	S4	S5	S6	S7	S7	S8	S3			
Start Procedures	P					P		S	P			
Taxiling	P					P		S	P			
Taxiing - Low Visibility				P								
Pretakeoff Checks	P					P		S	P			
Parking / Shutdown	P					P		S	P			
Take Offs	S1	S2	S4	S5	S6	S7	S7	S8	S3			
Normal	P					P	P	S	P			
Crosswind						P		S				
Engine Failure			P			P		S				
Rejected			P			P						
Rejected - Low Visibility			P			P						

Flight Training Record

Take Offs	S1	S2	S4	S5	S6	S7	S7	S8	S3			
Instrument - RVR 500						P		S	P			
Right Seat		P			P				P			
Inflight Maneuvers	S1	S2	S4	S5	S6	S7	S7	S8	S3			
Normal Climb	P					P			P			
Steep Turns	P											
Stalls - Takeoff	P					P		S				
Stalls - Clean	P					P		S				
Stalls - Landing	P					P		S				
Engine Failure/Shutdown			P			P		S	P			
Engine Restart			P			P						
Unusual Attitude Recovery						P		S				
Normal Descent	P					P			P			
Instrument Procedures	S1	S2	S4	S5	S6	S7	S7	S8	S3			
RNAV Departure				P		P		S	P			
RNAV STAR				P		P			P			
Departure	P	P	P	P		P			P			
Arrival	P	P	P	P		P			P			
Circling Approach		P										
Holding						P			P			
Procedure Turn		P							P			
Instrument Approaches	S1	S2	S4	S5	S6	S7	S7	S8	S3			
ILS- Normal			P	P		P		S	P			
ILS - Engine Out			P	P		P		S	P			
ILS - Autopilot	P		P	P		P		S				
Nonprecision - 1 Engine Out		P	P	P								
Missed Approaches	S1	S2	S4	S5	S6	S7	S7	S8	S3			
From an ILS			P			P			P			
From a Nonprecision Approach		P							P			
1 Engine Out			P			P						
Complete						P			P			
Normal									P			
Landings	S1	S2	S4	S5	S6	S7	S7	S8	S3			
Normal		P	P	P		P	P	S	P			
Crosswind		P	P	P		P		S	P			
1 Engine Out			P			P		S	P			

Flight Training Record

Landings	S1	S2	S4	S5	S6	S7	S7	S8	S3			
From an ILS	P		P	P		P		S	P			
From a Circling Approach		P				P						
From a Visual Approach						P						
No Flap Visual						P						
Rejected						P						
Right Seat			P			P			P			
Crew Resource Management	S1	S2	S4	S5	S6	S7	S7	S8	S3			
Briefings	P	P	P	P	C	P		S	P			
Decision Making	P	P	P	P	C	P		S	P			
CRM / SRM	P	P	P	P	C	P		S	P			
Leadership			P	P	P	P		S	P			
Followership	P		P	P	P	P		S	P			
Workload Management		P	P	P	C	P		S	P			
Situational Awareness	P	P	P	P	C	P		S	P			
Positional Awareness	P	P	P	P	C	P		S	P			
Distraction Avoidance	P	P	P	P	P	P		S	P			
Automation Management	P	P	P	P	C	P		S	P			
Com/Nav Procedures		P	P	P	C	P		S	P			
Airmanship	S1	S2	S4	S5	S6	S7	S7	S8	S3			
Adherence to ATC	P	P	P	P	P	P		S	P			
Use of Autopilot	P	P	P	P	C	P		S	P			
Flight Director	P	P	P	P	C	P		S	P			
Use of Checklist	P	P	P	P	C	P		S	P			
Adherence to Maneuver/SOP		P	P	P	P	P		S	P			
PIC Performance as SIC			P	P								
Optional Task	S1	S2	S4	S5	S6	S7	S7	S8	S3			
Air Hazard Avoidance			P		P							
Engine Failure 2nd Segment				P								
Engine Out En Route Climb				P								
Airframe Ice Accumulation				P								
GPWS Escape Maneuver *			P		P							
VNAV		P			P							
Right Seat Takeoffs/Landings								S				
Emergencies and Abnormals	S1	S2	S4	S5	S6	S7	S7	S8	S3			
Air Conditioning / Pressurization / IAMS			P	P	P							

Flight Training Record

Emergencies and Abnormals	S1	S2	S4	S5	S6	S7	S7	S8	S3			
Aircraft Evacuation			P		P							
Aircraft Fires (Electrical / Cabin)					P							
Aircraft Fires (Engine)			P	P		P						
Anti-icing		P		P								
Brakes			P	P	P							
Communications / Navigation			P	P	P							
Electrical			P		P			S	P			
Emergency Descent		P	P									
Engine Failure			P	P		P		S	P			
Engine Starting			P	P		P		S				
Flight Controls / Autopilot						P						
Flight Instrument / Flight Director			P	P		P						
FMS *			P	P								
Fuel			P	P		P		S				
Heavy Precipitation / Turbulence				P	P							
Hydraulic			P	P	P			S				
Landing Gear			P		C	P						
Oxygen			P	P	P							
Rapid Decompression			P		P							
Smoke Control					P							
Stall Warning *					P							
TCAS					P							
Thunderstorm Avoidance			P		P							
Windshear Escape-REQUIRED			D		D							
NonPrecision Approach - CDI / HSI Based - Group 1	S1	S2	S4	S5	S6	S7	S7	S8	S3			
LOC (Without Vertical Guidance)				P		P						
LOC / DME (Without Vertical Guidance)					P							
VOR (Without Vertical Guidance)		P		P		P						
VOR / DME (Without Vertical Guidance)		P										
VOR / DME / RNAV (Without Vertical Guidance)		P										
NonPrecision Approach - GPS Based - Group 2	S1	S2	S4	S5	S6	S7	S7	S8	S3			
GPS (Without Vertical Guidance)		P							P			
RNAV (GPS) (Without Vertical Guidance)		P				P						
NonPrecision Approach - Needle Based - Group 4	S1	S2	S4	S5	S6	S7	S7	S8	S3			
NDB (Without Vertical Guidance)		P										

Flight Training Record

NonPrecision Approach - Group 5	S1	S2	S4	S5	S6	S7	S7	S8	S3			
LOC / BC / DME (Without Vertical Guidance)					P							
NonPrecision Approach - GPS Based - Group 7	S1	S2	S4	S5	S6	S7	S7	S8	S3			
RNAV (GNSS) (With Vertical Guidance)						P						
RNAV (GPS) (With Vertical Guidance)								S				
ILS - Precision Approach - Group 8	S1	S2	S4	S5	S6	S7	S7	S8	S3			
ILS	P	P	P	P	P	P		S	P			
ILS / DME			P	P		P						
ILS PRM			P				P					
Summary Task - Checking Only	S1	S2	S4	S5	S6	S7	S7	S8	S3			
Abnormal Procedures								S				
Emergency Procedures								S				

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Flight Training Record

Name: Carl Watson

Course#: B400A-FI-20160315

Company: Jet Access Aviation, LLC.(1JAA)

Res #: [REDACTED]

Category: INH

Cert Code: 1JAA

Date	IP#	From	From	PF	PM	Inst	T/O DAY	LDG Day	ILS	Non-Prec	GPS	Circle	Visual
Sim#	OCM	To	To				Night	Night					
03/22/2016	51898	KJFK		2.00	2.00	1.50	0	0	2	0	0	0	0
S1	TYFN	KJFK					2	2					
03/24/2016	86222	KJFK	KFRG	2.00	2.00	1.70	0	0	1	1	1	1	0
S2	TYFN	KJFK	KFRG				3	3					
03/25/2016	86222	KJFK		2.00	2.00	1.70	0	0	2	1	0	0	0
S4	TYFN	KJFK					3	3					
03/26/2016	86222	KJFK		2.00	2.00	1.70	0	0	2	1	0	1	1
S5	TYFN	KJFK					3	3					
03/27/2016	82293	KPHX		2.00	2.00	1.50	0	0	1	1	0	0	0
S6	TYFN	KTUS					2	1					
03/27/2016	50730	KJFK		2.00	2.00	1.50	0	0	2	2	0	0	1
S7	TYFN	KJFK					3	3					
03/28/2016	51898	KJFK		1.00	2.00	0.70	0	0	2	0	0	0	1
S8	TYFN	KJFK					3	3					
03/28/2016	51338	KSFO		0.25	0.0	0.20	1	1	1	0	0	0	0
S7	TYFN	KSFO					0	0					
03/29/2016	50730	KSEA		2.00	0.00	1.40	0	0	1	1	1	0	0
S3	TYFM	KPDX					2	2					
Instructor Name (TCE / Check Airman) and #							SIGNOFF						
James Clifford Warnock - [REDACTED]							Type Rating 61.63/61.157						
James Clifford Warnock - [REDACTED]							SIC Training 61.55						
James Clifford Warnock - [REDACTED]							Oral Base Aircraft 293 (a)(2)						
James Clifford Warnock - [REDACTED]							Oral 293(a)(3) Wt. & Balance						
James Clifford Warnock - [REDACTED]							135.293(b)						

I certify that this pilot has completed ground and flight training.

Ronald Lee Welch - [REDACTED]

03/27/2016

Digital Signature

Date

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Record of Simulator Checks (STI 8410)

Airman Record of Training

Pilot Name: Carleton Watson

Position: PIC ☐

Aircraft: BE 400A

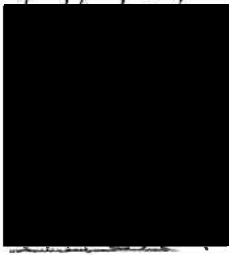
SIC ☒

Training Received:

Eligibility:

Initial: ☒ A (A,B,C,D)
Transition: ☐
Upgrade: ☐
Recurrent: ☐
Regualification: ☐ (A,B,C)

Base Month: _____
Conducted During:
Pre Month ☐
Base Month ☐
Post Month ☐

Curriculum Segments	Instructor	Total Hrs	Date	S/U
Basic Indoctrination		<u>32.0</u>	<u>3/5, 4/5</u>	<u>S</u>
General Emergency		<u>8.0</u>	<u>3/4, 7</u>	<u>S</u>
Hazardous Materials		<u>4.0</u>	<u>3/3, 4</u>	<u>S</u>
Crew Resource MGMT		<u>4.0</u>	<u>3/2, 3, 4/6</u>	<u>S</u>
Special Curriculum		<u>3.0</u>	<u>3/5, 4/6</u>	<u>S</u>
Aircraft Ground Training		<u>8.0</u>	<u>3/5, 7</u>	<u>S</u>
Aircraft Flight Training	_____	_____	_____	_____
Differences Training	_____	_____	_____	_____

Total Ground Completed: 59.0
Total Ground Required: 56.0

I certify that the above Record of Training is correct and the training entered was completed satisfactorily prior to serving or continuing to serve as a flight crewmember under Air Carrier Certificate No. 1JAA142N.

Management Signature

4-6-16
Date

JAA End Test/c Hebert
Title/Print Name

Student Signature

4-6-16
Date

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AIRMAN COMPETENCY/PROFICIENCY CHECK FAR 135				LOCATION <u>KSVY</u>		DATE OF CHECK <u>4/21/16</u>	
NAME OF AIRMAN (last, first, middle initial) <u>Watson, Carlton, D</u>				TYPE OF CHECK FAR 135.293 ☒ FAR 135.297 ☐ FAR 135.299 ☐			
PILOT CERTIFICATION INFORMATION: Grade <u>Commercial</u> Number <u>[REDACTED]</u>		MEDICAL INFORMATION: Date of Exam. <u>1/8/16</u> Class <u>2nd</u>		Date of Birth <u>[REDACTED]</u>			
EMPLOYED BY: <u>Jet Access Aviation</u>		BASED AT (City, State) <u>Salt Lake City, UT</u>		TYPE OF AIRPLANE (Make/Model) <u>TSR-400</u>			
NAME OF CHECK AIRMAN <u>Jean Francois Vaillet</u>		SIG. OF CHECK AIRMAN <u>[REDACTED]</u>		Simulator/Training Device (Make/Model)		FLIGHT TIME	
FLIGHT MANEUVERS GRADE (S - Satisfactory U - Unsatisfactory)							
PILOT				HELICOPTER			
	Air-craft	Simu-lator	Trng.-Dev.		Air-craft	Simu-lator	Trng.-Dev.
PREFLIGHT				SEAPLANE OPERATIONS			
1. Equipment Examination (Oral or Written) <u>S</u>				1. Ground and/or Air Taxi			
2. Preflight Inspection				2. Hovering Manuevers			
3. Taxiing				3. Normal and Crosswind T.O. & Landings			
4. Powerplant Checks				4. High Altitude Takeoffs & Landings			
TAKEOFFS				5. Sim. Engine Failure			
5. Normal				6. Confined Areas, Slopes, & Pinnacles			
6. Instrument				7. Rapid Deceleration (Quick Stops)			
7. Crosswind				8. Autorotations (Single Engine)			
8. With Simulated Powerplant Failure				9. Hovering Autorotations (Single Engine)			
9. Rejected Takeoff				10. Tail Rotor Failures (Oral)			
INFLIGHT MANEUVERS				1. Settling With Power (Oral or Flight)			
10. Steep Turns				OTHER			
11. Approaches to Stalls				1. Landing, Sailing, Docking			
12. Specific Flight Characteristics				2. Stop Taxi & Turns			
13. Powerplant Failure				3. Landing on Rough Water T.O. & Landings			
LANDINGS				4. Normal Takeoff & Landings			
14. Normal				5. Crosswind T.O. & Landings			
15. From an ILS				GENERAL			
16. Crosswind				5. Ski Plane Ops. (when applicable)			
17. With Simulated Powerplant(s) Failure				7. Judgment			
18. Rejected Landing				8. Crew Coordination			
19. From Circling Approach							
EMERGENCIES				AIRMAN COMPETENCY INFORMATION:			
20. Normal and Abnormal Procedures				Demonstrated Current Knowledge FAR 135.293(a)			
21. Emergency Procedures				Make/Model Expires <u>TSR400</u> (12 months) <u>4/17</u>			
INSTRUMENT PROCEDURES				Demonstrated Competency FAR 135.293(b)			
22. Area Departure				Make/Model Expires (12 months) <u>N/A</u>			
23. Holding				Satisfactorily Demonstrated Line Checks			
24. Area Arrival				FAR 135.299 (12 months) <u>N/A</u>			
25. ILS Approaches				Satisfactorily Demonstrated IFR Proficiency			
26. Other Instrument Approaches				FAR 135.297 (6 months) <u>N/A</u>			
Approaches: NDB/ADF				Use of Autopilot (is) (is not) Authorized.			
VOR				Expires (12 months) <u>N/A</u>			
ILS				REMARKS			
Other (Specify)				- 135.293(a) 1, 4-8			
27. Circling Approaches				- APO Verified			
28. Missed Approaches				- AOM Verified			
29. Comm. / Nav. Procedures				- Base Month Established			
30. Use of Auto Pilot							
RESULT OF CHECK		☒ Approved ☐ Disapproved		CHECK AIRMAN'S PERFORMANCE (FAA Only)		☐ Satisfactory ☐ Unsatisfactory	
REGION		DISTRICT OFFICE		FAA INSPECTOR'S SIGNATURE			



To Whom It May Concern,

The following training was conducted with the pilot, Carlton Watson on April 8th, 2016. Course content is explained in the paragraphs below.

**Air Training International
International Flight Operations Training**

1. Caribbean Operations
 - Airspace structure
 - CNS/ATM
 - Facilities and infrastructure
 - Facilitation
 - Flight planning
 - Weather and terrain
 - Health and security
 - Culture
2. WATRS Plus
 - Airspaces included in WATRS Plus airspace
 - Significance of RNAV 10 (RNP 10 Label)
 - Airspace requirements
 - Routes for aircraft not approved for RNAV 10 (RNP 10 Label)
 - Y Routes
 - Procedures for aircraft not approved to operate in RNAV 10 (RNP 10 Label) airspace
 - Contingency procedures

Sincerely,

[Redacted Signature]

David L. Stohr
President
Air Training International

Address:

[Redacted Address]
Southlake, TX 76092

Mailing Address:

[Redacted Mailing Address]
San Antonio, TX, 78259