

Wei Chen (0004250311)
Hill Aircraft & Leasing Corporation (0000000727)
Long Beach

Course: 9899 Single Pilot Exemption

Start Date: 15Oct18

Objectives: 61.57(b); 61.58(PIC)

Certificates & Licenses:	Type	Number	Issuing Country
	ATP	3288736	UNITED STATES
	Commercial	3288736	UNITED STATES

		TOTALS			TOTALS
Left Seat:	PF	12.00	TAKEOFFS:	DAY	0
	PM	0.00		NIGHT	11
Right Seat:	PF	0.00	LANDINGS:	DAY	0
	PM	0.00		NIGHT	9
	Instrument	8.70	APPROACHES:	Precision	10
				Non-Precision	13
			HOLDS:		4

Completed Simulator Training:

PREFLIGHT PROCEDURES

Preflight Inspection (Cockpit Only)
Powerplant Start--Normal
Powerplant Start--Abnormal
Taxiing/Runway Operations
Pretakeoff Checks

TAKEOFF AND DEPARTURE PHASE

Rejected Takeoff
Normal Takeoff
Powerplant Failure During Takeoff
Crosswind Takeoff
Windshear
Instrument Takeoff
RVR: 1800'
Instrument Takeoff
RVR: 1600'
Instrument Departure

IN-FLIGHT MANEUVERS

Steep Turns
Approach to Stall, Clean Configuration
Approach to Stall, Takeoff or Approach Configuration
Approach to Stall, Landing Configuration
Recovery From Unusual Attitudes
Powerplant Failure (Including Shutdown and Restart)
Maneuvering with an Engine Inoperative
Power Off Stall Demonstration (AC 120-109)

INSTRUMENT PROCEDURES

Standard Terminal Arrival/FMS Procedures
Precision Approach, All Engines Operating
RVR: 1800'
PA: ILS/DME
Flown: Autopilot Coupled
MA: N/A
Transition: Vectors
Instrumentation: Full Instrumentation

INSTRUMENT PROCEDURES (Continued)

Precision Approach, All Engines Operating
RVR: 1800'
PA: ILS/DME
Flown: Autopilot Coupled
MA: Published
Transition: Vectors
Instrumentation: Full Instrumentation
Holding
Missed Approach from a Precision Approach
Precision Approach, One Engine Inoperative
RVR: 1800'
PA: ILS/DME
Flown: Autopilot Coupled
MA: N/A
Transition: Vectors
Instrumentation: Full Instrumentation
Nonprecision Approach 1
NPA: RNAV (GPS)
Flown: Autopilot Coupled
Engine: All Engines Operating
MA: N/A
Transition: TAA
Instrumentation: Full Instrumentation
Nonprecision Approach 1
NPA: LOC/BC
Flown: Autopilot Coupled
Engine: All Engines Operating
MA: Vector
Transition: Vectors
Instrumentation: Full Instrumentation
Nonprecision Approach 1
NPA: LOC
Flown: Autopilot Coupled
Engine: All Engines Operating
MA: N/A
Transition: Vectors
Instrumentation: Full Instrumentation
Circling Approach

INSTRUMENT PROCEDURES (Continued)

Missed Approach with a Powerplant Failure

Nonprecision Approach 2

NPA: VOR

Flown: Autopilot Coupled

Engine: All Engines Operating

MA: Published

Transition: Procedure Turn

Instrumentation: Full Instrumentation

LANDINGS AND APPROACHES TO LANDINGS

Normal Landing

Landing from a Precision Approach

Approach and Landing With a Powerplant Failure

Crosswind Landings

Rejected Landing

Windshear

Landing From a No Flap or Nonstandard Flap Approach

Landing from a Circling Approach

NORMAL/ABNORMAL PROCEDURES

Navigation and Avionics Systems (Normal)

Navigation and Avionics Systems (Abnormal)

Automatic Flight Control System, EFIS and Related Subsystems (Normal)

Automatic Flight Control System, EFIS and Related Subsystems (Abnormal)

Electrical System (Normal)

Electrical System (Abnormal)

Powerplant (Normal)

Powerplant (Abnormal)

Fuel System (Normal)

Fuel System (Abnormal)

Environmental System (Normal)

Environmental System (Abnormal)

Pressurization System (Normal)

Pressurization System (Abnormal)

Anti-Ice and De-Ice Systems (Normal)

Anti-Ice and De-Ice Systems (Abnormal)

Hydraulic Systems (Normal)

Hydraulic Systems (Abnormal)

Flight Control Systems (Normal)

Flight Control Systems (Abnormal)

Fire Detection and Extinguisher Systems (Normal)

Fire Detection and Extinguisher Systems (Abnormal)

Aircraft and Personal Emergency Equipment

EMERGENCY PROCEDURES

Rapid Decompression

Emergency Descent (Maximum Rate Descent)

Emergency Evacuation

Airframe Icing

Inflight Fire and Smoke Removal

POST FLIGHT PROCEDURES

After Landing Procedures

Parking and Securing

SPECIAL EMPHASIS AREAS - PTS

Positive Aircraft Control (Opt)

Procedures for Positive Exchange of Flight Controls (Opt)

Stall/Spin Awareness (Opt)

Special Use Airspace and Other Airspace Areas (Opt)

Collision Avoidance Procedures (Opt)

Wake Turbulence & Low Level Wind Shear Avoidance Procedures (Opt)

Rwy Incursion Avoidance, Cockpit Discipline During

Taxi/Hotspots/NOTAMs (Opt)

SPECIAL EMPHASIS AREAS - PTS (Continued)

Land and Hold Short Operations (LAHSO) (Opt)

Controlled Flight Into Terrain (CFIT) (Opt)

Aeronautical Decision Making (ADM)/Risk Management (Opt)

Crew/Single-Pilot Resource Mgmt (CRM/SRM) to include Automation Mgmt (Opt)

Recognition of Wing Contamination to Icing (Opt)

Adverse Effects of Wing Contamination (Opt)

Icing Procedures as Published in AFM (Opt)

Traffic Awareness, "See and Avoid" Concept (Opt)



FLIGHT TRAINING RECORD

Citation V Pilot Single Pilot Exemption

Client:	Wei Chen (0004250311)	
Customer:	Hill Aircraft & Leasing Corporation (0000000727)	
Certificate:		
Certificate Holder:		
Aircraft Model:	Citation V	
Pilot Home Base:		
Pilot Certificate:	Type	Issuing Country
3288736	ATP	UNITED STATES

Start Date:	15Oct18		
Objectives:	61.57(b); 61.58(PIC)		
Course: Type (Version)	Revision	Rev. Date	
*ALT (002) 0000009541	0011	20Nov17	
Trng Devices:	FSI#	FAA#	EASA#
Level C	217	307	240

Training Period			10/16	10/17	10/18	10/18	10/19				
DATE: 15Oct18 to 21Oct18			Sim/AC#: 217	217	217	217	217				
			Level: C	C	C	C	C				
INSTRUCTOR INITIALS		TOTALS	AMG	AMG	AMG	AMG	CB				
Left Seat	PF	12.00	3.00	3.00	2.00	2.00	2.00				
	PM	0.00	0.00	0.00	0.00	0.00	0.00				
Right Seat	PF	0.00	0.00	0.00	0.00	0.00	0.00				
	PM	0.00	0.00	0.00	0.00	0.00	0.00				
1. PREFLIGHT PROCEDURES			10/16	10/17	10/18	10/18	10/19				
a. Preflight Inspection (Cockpit Only)			2/1								
b. Powerplant Start--Normal			1								
c. Powerplant Start--Abnormal				2/1							
d. Taxiing/Runway Operations			2/1								
e. Pretakeoff Checks			1								
2. TAKEOFF AND DEPARTURE PHASE			10/16	10/17	10/18	10/18	10/19				
a. Rejected Takeoff			1								
b. Normal Takeoff			1								
c. Powerplant Failure During Takeoff				2		2	1				
d. Crosswind Takeoff					1						
e. Windshear					T						
f. Instrument Takeoff						2/1					
-RVR:(1800')											
f. Instrument Takeoff							1				
-RVR:(1600')											
g. Instrument Departure			2		2/1						
3. IN-FLIGHT MANEUVERS			10/16	10/17	10/18	10/18	10/19				
a. Steep Turns			2			2/1					
b. Approach to Stall, Clean Configuration			2			1					
c. Approach to Stall, Takeoff or Approach Configuration			2			2/1					
d. Approach to Stall, Landing Configuration			2		2/1						
e. Recovery From Unusual Attitudes			2/1								
f. Powerplant Failure (Including Shutdown and Restart)			1								
g. Maneuvering with an Engine Inoperative					2/1						
h. Power Off Stall Demonstration (AC 120-109)					X						
4. INSTRUMENT PROCEDURES			10/16	10/17	10/18	10/18	10/19				
a. Standard Terminal Arrival/FMS Procedures			2		1						

9. SPECIAL EMPHASIS AREAS - PTS			10/16	10/17	10/18	10/18	10/19			
h. Land and Hold Short Operations (LAHSO) (Opt)				D						
i. Controlled Flight Into Terrain (CFIT) (Opt)				D						
j. Aeronautical Decision Making (ADM)/Risk Management (Opt)				D						
k. Crew/Single-Pilot Resource Mgmt (CRM/SRM) to include Automation Mgmt (Opt)				D						
l. Recognition of Wing Contamination to Icing (Opt)				T						
m. Adverse Effects of Wing Contamination (Opt)				T						
n. Icing Procedures as Published in AFM (Opt)				T						
o. Traffic Awareness, "See and Avoid" Concept (Opt)							T			
# OF TAKEOFF AND LANDINGS			10/16	10/17	10/18	10/18	10/19			
			TOTALS							
TAKEOFFS	DAY									
	NIGHT	11	2	1	3	2	3			
LANDINGS	DAY									
	NIGHT	9	2	1	3		3			
INSTRUCTOR INITIALS			INSTRUCTOR							
CB			Clark Barton (00012231)							
AMG			Abbas M. Ghasiri (00013440)							
Endorsements			YES NO		Instructor Digital Signature					
Checking by Non-FlightSafety Evaluator/Examiner			☐	☐						
Circling Approaches Not Trained			☐	☐						
Equipment Examination (Oral)			☒	☐	Clark Barton (P00012231) 21Oct18 11:51					
Performance and Limitations (Oral)			☒	☐	Clark Barton (P00012231) 21Oct18 11:51					
Preflight Inspection (Approved Pictorial)			☒	☐	Clark Barton (P00012231) 21Oct18 11:51					
Client is not eligible for a Procard due to tasks that were graded at 3 or 4										
Recommended for: Single Pilot 9899 Exemption Flight Check			☒	☐	Clark Barton (P00012231) 19Oct18 15:33					
Single Pilot check completed IAW 9899 Exemption			☒	☐	Clark Barton (P00012231) 21Oct18 11:51					
GRADING LEGEND:										
1 = PROFICIENT					T = TRAINED PROCEDURE ONLY					
2 = NORMAL PROGRESS					D = DISCUSSED					
3 = NEEDS ADDITIONAL TRAINING					C = COMPLETE (FOR LOFT ONLY)					
4 = UNSATISFACTORY					X = DEMONSTRATED					
2/1 = Initial attempt during specific training session was "NORMAL PROGRESS"/Subsequent attempt in same training session was "PROFICIENT"										
3/1 = Initial attempt during specific training session was "NEEDS ADDITIONAL TRAINING"/Subsequent attempt in same training session was "PROFICIENT"										
A Grade of 3 or 4 Requires Remarks.										
EASA Clients Require Daily Remarks.										
Shaded cells indicate task is in lesson for that day.										

DATE	REMARKS
16Oct18 AMG	KMEM: client needs to review runway lighting and marking also normal profiles for ILS and non-precision approaches. Mr. Chen is also needs to review stall series and practice on steep turns and also duties of a single pilot, using the available resources in the cockpit as part of CRM for single pilot operation.
17Oct18 AMG	KHUT: cold weather and non-precision approach and landings. Client has difficulty to use FMS and RMI for situational awareness. Recommend more simulator time to accomplish the single pilot required performance level.
18Oct18 AMG	KHUT-KMEM; non-precision and precision approach and landings. Multiple V-1 cuts, client still not proficient in single engine approach and missed approaches without auto pilot engaged. Has to improve on single engine operations.
18Oct18 AMG	KHUT-KMEM: This SIM period used for training, There is an overall improvement in all areas of single pilot operation. Client still needs some more SIM time to reach the level of proficiency that is required for single pilot exemption.
19Oct18 CB	KLGB - KSNA - KSAN - KNEM SPE Recurrent LOST/LOF One leg of a mission scenario with no emergencies and one leg with abnormal procedures. the remaining time was spent in practice of various maneuvers and various emergency procedures in preparation for the check ride. Client is proficient in all completed tasks.

RECORD OF TRAINING / CHECKING

Wei Chen

Hill Aircraft & Leasing Corporation

during the period October 15, 2018 through October 21, 2018 has completed

FlightSafety's 9899 Single Pilot Exemption Course

Model: *Citation V*

Ground Training Curriculum

Exemption 9899 - Limitation & Conditions	Fuel	Lighting
Single Pilot Flight Management	Pneumatics	Thrust Reversers
High Altitude Aerodynamics	Air Conditioning	Systems Review, Examination and Critique
Physiology to Safely Operate as a Single Pilot	Pressurization	Weight and Balance
Single Pilot Resource Management	Flight Controls	Performance
Single Pilot Limitations and Restrictions	Landing Gear and Brakes	Flight Planning
Maneuvers, Procedures & Emergency Operations	Ice and Rain Protection	Approved AFM/AOM
Aircraft General	Avionics/Communications	Windshear Training
Powerplant	Master Warning	Stall Recognition and Recovery Procedures
Electrical	Fire Protection	Crew Resource Management (CRM)
Hydraulics	Oxygen	Systems Integration

Ground Training Hours: 15.25

Briefing/Debriefing Hours: 5.00

Flight Training Curriculum

Flight Simulator:	Pilot Flying	12.00
	Pilot Monitoring	0.00
	Total Hours:	12.00

Qualification Curriculum

Written/Oral Examination	2.00	Flight Simulator:	Pilot Flying	2.50
Briefing/Debriefing	1.00		Pilot Monitoring	0.00
		Aircraft:	Pilot Flying	0.00
			Pilot Monitoring	0.00

Endorsements: S/P check completed IAW 9899 Exemption[✓]

FAR 61 Endorsements: 61.57(b)[✓]

FAR 61 Test/Checks: 61.58(PIC)[✓]

Remarks

11 takeoffs and 9 landings accomplished in night mode
Windshear sim training accomplished

Todd S. Bitgood

Todd Bitgood - Manager

Long Beach Learning Center

30Oct18

Date

FLIGHT SAFETY

• I N T E R N A T I O N A L •

Certifies that

Wei Chen

has satisfactorily completed a course of

9899 Single Pilot Exemption

Conferred on 21st day of October, 2018



*The best safety device in any aircraft
is a well-trained pilot.*

MANAGER

Long Beach Learning Center

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international