



Memorandum For Record

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As part of the investigation of the flightcrew, FlightSafety International was contacted and requested to provide records for both flightcrew members. They promptly complied with the request and a review of the records for both flightcrew members revealed the following:

The pilot flying of the accident flight received Transition training in a Level D simulator for the Cessna Excel at FlightSafety International (FSI) in December 2009. He subsequently obtained recurrent training at FSI in the Excel in 2017, and recurrent training in the XLS+ in 2018, 2019, 2020, and 2021. All training was conducted in a Level D simulator and he passed all checkrides. On the paperwork for his latest training, which was conducted from March 8, 2021, thru March 10, 2021, during one flight the instructor remarked that there were no weaknesses observed, and his strengths were, "Good aircraft control, CRM, and procedures."

The pilot monitoring of the accident flight received initial training at FSI in a Citation Jet in November 2015 and completed the course. In 2018 he received training in the Gulfstream G450, then in 2019, he received recurrent training at FSI on two occasions in the Gulfstream G550. The latest training performed in a Level D simulator, which occurred November 18, 2019, thru November 23, 2019 consisted of 6.0 hours as the pilot flying and 6.0 hours as the pilot monitoring.