

Training Summary

Alan Alejandro Mac Betth Montoya Perales				☐	
Med Jets USA				None	
Tucson				Submitted	
Course: LR35/36 to LR55, Recurrent Differences				Client Schedule	
Course Code: 000050001410Z2				Customer Focus RMS	
Start Date: 14Nov24				Customer Service Record	
Objectives:					
Course Versions:	Version	Owner	Revision	Date	Authority
				13Feb17	FAA
Certificates & Licenses:	Type	Number	Issuing Country		Primary
	ATP		MEXICO		No
Training Record Status: Final					

Training Hours Summary

	Completed Activity	Completed Additional Sim Activity	Scheduled Activity	Pending Activity	Total Activity	Required Activity
Ground Training Hours						
Ground School	2.50		0.00	0.00	2.50	2.50
Briefing/Debriefing Hours (Crew)						
Briefing	0.00		0.00	0.00	0.00	0.00
Debriefing	0.00		0.00	0.00	0.00	0.00
Flight Training Hours (Crew)						
Pilot Flying	0.00	0.00	0.00	0.00	0.00	0.00
Pilot Monitoring	0.00	0.00	0.00	0.00	0.00	0.00

Ground Curriculum Summary

Modules - Incomplete	
Next Scheduled Activity	
No Incomplete Found.	
Modules - Complete	

Ground Training Notes

Date/Time	Instructor	Remarks
14Nov24 16:00	Gary B. Ross	Written test score 100%.

Flight Training Summary

Incomplete			
Last Grade Attempts Required Minimum			
No Incomplete Found.			
Complete			

Endorsements/Checks

Description		Check Status	Source	Required
Endorsements				
Written/Electronic Examination Completed	Written/Electronic Examination Completed	Yes	Profile	Yes

Training Summary

Alan Alejandro Mac Betth Montoya Perales				☐	
Med Jets USA				None	
Tucson				Submitted	
Course: LJ 35, Recurrent Pilot				Client Schedule	
Course Code: 00005000121064				Flight Training Record	
Start Date: 11Nov24				Customer Focus RMS	
Objectives: Equivalent to 61.58(PIC); Mexico - AFAC Check				Customer Service Record	
Course Versions:	Version	Owner	Revision	Date	Authority
Certificates & Licenses:	Type	Number	Issuing Country		Primary
Training Record Status:	ATP		MEXICO	08May23	No
Final					

Training Hours Summary

	Completed Activity	Completed Additional Sim Activity	Scheduled Activity	Pending Activity	Total Activity	Required Activity
Ground Training Hours						
Aircraft Systems	13.00		0.00	0.00	13.00	12.00
Systems Integration	1.00		0.00	0.00	1.00	1.00
General Operational Subjects	1.00		0.00	0.00	1.00	1.00
Ground School	0.50		0.00	0.00	0.50	0.00
Briefing/Debriefing Hours (Single)						
Briefing	3.00		0.00	0.00	3.00	0.00
Debriefing	1.50		0.00	0.00	1.50	0.00
Flight Training Hours (Single)						
Pilot Flying	6.00	0.00	0.00	0.00	6.00	6.00
Pilot Monitoring	0.00	0.00	0.00	0.00	0.00	0.00

Ground Curriculum Summary

Modules - Incomplete	
Next Scheduled Activity	
No Incomplete Found.	
Modules - Complete	

Ground Training Notes

Date/Time	Instructor	Remarks
No Ground Training Notes Found.		

Flight Training Summary

Incomplete			
	Last Grade	Attempts	Required Minimum
No Incomplete Found.			
Complete			

Endorsements/Checks

	Description	Check Status	Source	Required
Endorsements				
Recommend FSI Pro Card	Recommend FSI Pro Card	Yes	Profile	Yes
Client Pairing Signoff	Differences in Crew SOPs, Callouts, Checklist Usage and CRM Expectations have been Trained.	na	Profile	No

Written/Electronic Examination Completed	Written/Electronic Examination Completed	Yes	Profile	Yes
Equipment Examination (Oral)	Equipment Examination (Oral)	Pass	Profile	Yes
Performance and Limitations (Oral)	Performance and Limitations (Oral)	Pass	Profile	Yes
Preflight Assessment (Inspection)	Preflight Inspection (Approved Pictorial) individually checked to proficiency	Pass	Profile	Yes
Equivalent to 142				
Equivalent to 61.58(PIC)	Equivalent to Pilot in Command Proficiency Check	Yes	Reservation	Yes
Other Authority Checks				
Mexico - AFAC Check	Mexico Check Completed	Pass	Reservation	Yes

FLIGHT TRAINING RECORD

Learjet 35/36 Series Pilot RECURRENT

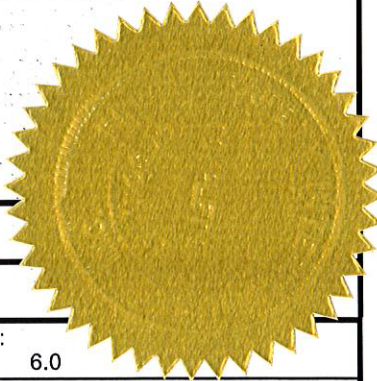
Client: Alan Alejandro Mac Beth Montoya Perales			Start Date: 11Nov24	
Customer: Med Jets USA			Objectives: Equivalent to 61.58(PIC); Mexico - AFAC Check	
Certificate:			Course: Type (Version) Revision	
Certificate Holder:			Rev. Date	
Aircraft Model: Learjet 35/36 Series			08May23	
Pilot Home Base:			Trng Devices: FSI#	FAA#
			Level C 199	281
Pilot Certificate: Type			EASA#	TC#
ATP				130
Issuing Country				
MEXICO				
Training Period			11/11	11/13
			11/14	
DATE: 11Nov24 to 14Nov24			Sim/AC#: 199	199
			Level: C	C
			C	
INSTRUCTOR INITIALS			TOTALS	KJ
				GBR
				GBR
Left Seat			PF	6.00
			PM	0.00
				0.00
Right Seat			PF	0.00
			PM	0.00
				0.00
1. PREFLIGHT PROCEDURES			11/11	11/13
			11/14	
a. Preflight Inspection (Cockpit Only)			1	
b. Powerplant Start--Normal			1	1
c. Powerplant Start--Abnormal			1	1
d. Taxiing/Runway Operations			1	1
e. Pretakeoff Checks			1	1
2. TAKEOFF AND DEPARTURE PHASE			11/11	11/13
			11/14	
a. Normal Takeoff			1	1
b. Rejected Takeoff			1	1
c. Departure Procedure			1	1
d. Crosswind Takeoff			1	1
e. Instrument Takeoff				
- RVR:(500')				1
e. Instrument Takeoff				
- RVR:(1600')				1
f. Powerplant Failure During Takeoff				1
g. Windshear				T
3. IN-FLIGHT MANEUVERS			11/11	11/13
			11/14	
a. Steep Turns			1	
b. Approach to Stall, Clean Configuration				1
c. Approach to Stall, Takeoff or Approach Configuration			1	
d. Approach to Stall, Landing Configuration				1
e. Powerplant Failure (Including Shutdown and Restart)			1	
f. Recovery From Unusual Attitudes			1	
g. Power Off Stall Demonstration (AC 120-109)				X
h. Stick Pusher Demonstration (AC 120-109A)				X
i. Specific Flight Characteristics--Dutch Roll				1
j. Specific Flight Characteristics--Overspeed Recovery				1
4. INSTRUMENT PROCEDURES			11/11	11/13
			11/14	
a. Arrival Procedures			1	1
b. Circling Approach				1
c. Holding				1
d. Missed Approach				1
e. Missed Approach from a Precision Approach				1
f. Missed Approach with One Engine Inoperative				1
g. Nonprecision Approach			1	1
- NPA:(LOC/BC)				
h. Nonprecision Approach - Manually Flown with Course Reversal				1
- NPA:(LOC)				

4. INSTRUMENT PROCEDURES	11/11	11/13	11/14						
h. Nonprecision Approach - Manually Flown with Course Reversal - NPA:(RNAV (GPS) LNAV/VNAV)			1						
i. Nonprecision Approach, Backup Instrumentation - NPA:(VOR/DME)	1								
j. Precision Approach - RVR:(N/A) - PA:(ILS)			1						
j. Precision Approach - RVR:(2400') - PA:(ILS)	1								
k. Precision Approach, Backup Instrumentation - RVR:(1800') - PA:(ILS/DME)		1							
k. Precision Approach, Backup Instrumentation - RVR:(2400') - PA:(ILS)	1								
l. Precision Approach, One Engine Inoperative - Manually Flown - RVR:(1800') - PA:(ILS/DME)		1							
m. Published Missed Approach		1							
n. Visual Approach			1						
5. LANDINGS AND APPROACHES TO LANDINGS	11/11	11/13	11/14						
a. Normal Landing		1	1						
b. Landing from a Precision Approach - RVR:(1800')		1							
b. Landing from a Precision Approach - RVR:(2400')	1								
c. Rejected Landing	1		1						
d. Crosswind Landings	1	1	1						
e. Approach and Landing with a Powerplant Failure		1	1						
f. Landing from a Circling Approach		1							
g. Landing From a No Flap or Nonstandard Flap Approach		1	1						
h. Windshear			T						
6. NORMAL/ABNORMAL PROCEDURES	11/11	11/13	11/14						
a. Fuel System	1								
b. Fire Detection and Extinguisher Systems		1							
c. Navigation and Avionics Systems	1								
d. AFCS/EFIS and Related Subsystems	1								
e. Powerplant	1								
f. Electrical System	1								
g. Aircraft and Personal Emergency Equipment		1							
h. Hydraulic System		1							
i. Environmental System			1						
j. Pressurization System			1						
k. Flight Control System			1						
l. Anti-ice and Deice System			1						
7. EMERGENCY PROCEDURES	11/11	11/13	11/14						
a. Emergency Evacuation	1	1							
b. Emergency Descent (Maximum Rate)			1						
c. Inflight Fire and Smoke Removal			1						
d. Rapid Decompression			1						
e. Airframe Icing			1						
8. POST FLIGHT PROCEDURES	11/11	11/13	11/14						
a. After Landing Procedures	1		1						
b. Parking and Securing	1		1						
Z. Shutdown Procedures (Opt)	T								

# OF TAKEOFF AND LANDINGS			11/11	11/13	11/14						
		TOTALS									
TAKEOFFS	DAY	1	1								
	NIGHT	9	1	3	5						
LANDINGS	DAY	1	1								
	NIGHT	8	1	3	4						
INSTRUCTOR INITIALS			INSTRUCTOR								
KJ			Kim Jensen [REDACTED]								
GBR			Gary B. Ross [REDACTED]								
Endorsements			YES	NO	Instructor Digital Signature						
Equipment Examination (Oral)		☒	☐	Gary Ross [REDACTED] 14Nov24 15:39							
Performance and Limitations (Oral)		☒	☐	Gary Ross [REDACTED] 14Nov24 15:39							
Preflight Inspection (Approved Pictorial) individually checked to proficiency		☒	☐	Gary Ross [REDACTED] 14Nov24 10:26							
Recommend FSI Pro Card		☒	☐	Gary Ross [REDACTED] 14Nov24 15:39							
Written/Electronic Examination Completed		☒	☐	William Gill [REDACTED] 14Nov24 11:26							
GRADING LEGEND:											
1 = PROFICIENT 2 = NORMAL PROGRESS 3 = NEEDS ADDITIONAL TRAINING 4 = UNSATISFACTORY 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
11Nov24 KJ	Initial Conditions – PAYA - PANC Strengths – Very good system knowledge, memory items and limitations. Weaknesses – Selecting modes of operation when AP is off. Exceptions – Additions – CFIT and TCAS trained Recommendations –
13Nov24 GBR	Initial Conditions – Single engine work at MMTO, Hydraulic failure, Circle at KMEM Strengths – Smooth control Weaknesses – English is a second language Exceptions – Additions – Recommendations –
14Nov24 GBR	Initial Conditions – KMEM, Cold Weather, Press System, Windshear, Jammed Stab, No Flap Strengths – Airspeed Control, Landings Weaknesses – tends to react before thinking through the problem Exceptions – Additions – Recommendations –

AIRMAN COMPETENCY/PROFICIENCY SIMULATOR TEST/CHECK FORM Airplane Airman Certification Standards

COMPANY: Med Jets, USA		TRAINING CENTER LOCATION: FSI Tucson	
NAME OF AIRMAN (last, first, middle initial): Montoya Perales, Alan Alejandro Macbeth		TYPE OF TEST/CHECK: PIC & SIC ☒ Recurrent ☒	
PILOT CERTIFICATION INFORMATION: Grade: ATP Number: [REDACTED]		AIRCRAFT (Make/Model/Series): Lr 35 Sim: 281	
FLIGHT MANEUVERS GRADE (S=Satisfactory, U=Unsatisfactory, N/A=Not Applicable)			
Maneuver (* = SIC Requirement)		Grade	
PREFLIGHT PREPARATION		INSTRUMENT PROCEDURES (Cont.)	
1. Operation of Systems	S ☒	25. Approach, Backup Instrumentation *	S ☒
2. Performance and Limitations	S ☒	26. Precision Approach, Manually Flown OEI	S ☒
PREFLIGHT PROCEDURES		27. Precision Approach *	
3. Preflight Assessment *	S ☒	28. Landing from a Precision App RVR: 1800	S ☒
4. Powerplant Start – Normal *	S ☒	29. Circling Approach	S ☒
5. Powerplant Start – Abnormal	S ☒	30. Landing from a Circling Approach	S ☒
6. Taxiing *	S ☒	31. Missed Approach from a Precision Approach	S ☒
7. Before Takeoff Checks *	S ☒	32. Missed Approach with One Engine Inoperative	S ☒
TAKEOFFS AND LANDINGS		33. Published Missed Approach	
8. Normal Takeoff and Climb *	S ☒	34. Holding Procedures	S ☒
9. Normal Approach and Landing *	S ☒	35. GPS/RNAV	S ☒
10. Crosswind Takeoff *	S ☒	EMERGENCY OPERATIONS	
11. Crosswind Landing *	S ☒	36. Emergency Procedures	S ☒
12. Rejected Takeoff	S ☒	37. Powerplant Failure during Takeoff *	S ☒
13. Go-Around/Rejected Landing	S ☒	38. Inflight Powerplant Failure and Restart *	S ☒
INFLIGHT MANEUVERS		39. Approach and Landing with a Powerplant Failure *	
14. Steep Turns	S ☒	40. Precision Approach (Manually Flown) Powerplant Failure	S ☒
15. Recovery from Unusual Flight Attitudes - Nose High *	S ☒	41. Landing from a No Flap or Nonstandard Flap Approach	S ☒
16. Recovery from Unusual Flight Attitudes - Nose Low *	S ☒	POSTFLIGHT PROCEDURES	
STALL PREVENTION		42. After Landing	
17. Partial Flap Configuration Stall Prevention	S ☒	43. Parking and Securing	
18. Clean Configuration Stall Prevention	S ☒	REMARKS	
19. Landing Configuration Stall Prevention	S ☒	Incremental Proficiency Check from 12-14 Nov.	
INSTRUMENT PROCEDURES			
20. Instrument Takeoff RVR: 500	S ☒		
21. Departure Procedures	S ☒		
22. Arrival Procedures	S ☒		
23. Nonprecision Approach *	S ☒		
24. Nonprecision Approach (Manually Flown) Course Reversal	S ☒		
DIFFERENCES: N/A			
USE OF AUTOPILOT WITHOUT SIC: N/A			
NAME OF EVALUATOR: Gary B Ross		DATE & DURATION OF CHECK: Nov 22, 2024 6.0	
SIGNATURE OF EVALUATOR: [REDACTED]		RESULT OF CHECK: Satisfactory - PIC & SIC PROFICIENCY DEMONSTRATED ☒	

State of Arizona County of Pima
Subscribed and sworn to (or affirmed) before me on this 25 day
November 2024 by Gary B Ross
[REDACTED]
Notary Public Signature



Flight Training Summary

Alan Alejandro Mac Beth Montoya Perales
Med Jets USA
Tucson

Course: LJ 35, Recurrent Pilot

Start Date: 11Nov24

Objectives: Equivalent to 61.58(PIC); Mexico - AFAC Check

Certificates & Licenses:	Type	Number	Issuing Country
	ATP		MEXICO

TOTALS			TOTALS		
Left Seat:	PF	6.00	TAKEOFFS:	DAY	1
	PM	0.00		NIGHT	9
Right Seat:	PF	0.00	LANDINGS:	DAY	1
	PM	0.00		NIGHT	8
	Instrument	3.00	APPROACHES:	Precision/3D	4
				Non-Precision/2D	5
				EFVS	0
			HOLDS:		1

Completed Simulator Training:

PREFLIGHT PROCEDURES

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

TAKEOFF AND DEPARTURE PHASE

Normal Takeoff
Rejected Takeoff
Departure Procedure
Crosswind Takeoff
Instrument Takeoff
RVR: 1600'
Instrument Takeoff
RVR: 500'
Powerplant Failure During Takeoff
Windshear

IN-FLIGHT MANEUVERS

Steep Turns
Approach to Stall, Clean Configuration
Approach to Stall, Takeoff or Approach Configuration
Approach to Stall, Landing Configuration
Powerplant Failure (Including Shutdown and Restart)
Recovery From Unusual Attitudes
Power Off Stall Demonstration (AC 120-109)
Stick Pusher Demonstration (AC 120-109A)
Specific Flight Characteristics--Dutch Roll
Specific Flight Characteristics--Overspeed Recovery

INSTRUMENT PROCEDURES

Arrival Procedures
Circling Approach
Holding
Missed Approach
Missed Approach from a Precision Approach
Missed Approach with One Engine Inoperative
Nonprecision Approach
NPA: LOC/BC
Nonprecision Approach - Manually Flown with Course Reversal
NPA: LOC

INSTRUMENT PROCEDURES (Continued)

Nonprecision Approach - Manually Flown with Course Reversal
NPA: RNAV (GPS) LNAV/VNAV
Nonprecision Approach, Backup Instrumentation
NPA: VOR/DME
Precision Approach
RVR: N/A
PA: ILS
Precision Approach
RVR: 2400'
PA: ILS
Precision Approach, Backup Instrumentation
RVR: 2400'
PA: ILS
Precision Approach, Backup Instrumentation
RVR: 1800'
PA: ILS/DME
Precision Approach, One Engine Inoperative - Manually Flown
RVR: 1800'
PA: ILS/DME
Published Missed Approach
Visual Approach

LANDINGS AND APPROACHES TO LANDINGS

Normal Landing
Landing from a Precision Approach
RVR: 2400'
Landing from a Precision Approach
RVR: 1800'

Rejected Landing
Crosswind Landings
Approach and Landing with a Powerplant Failure
Landing from a Circling Approach
Landing From a No Flap or Nonstandard Flap Approach
Windshear

NORMAL/ABNORMAL PROCEDURES

Fuel System
Fire Detection and Extinguisher Systems
Navigation and Avionics Systems
AFCS/EFIS and Related Subsystems

F NORMAL/ABNORMAL PROCEDURES (Continued)

- Powerplant
- Electrical System
- Aircraft and Personal Emergency Equipment
- Hydraulic System
- Environmental System
- Pressurization System
- Flight Control System
- Anti-ice and Deice System

EMERGENCY PROCEDURES

- Emergency Evacuation
- Emergency Descent (Maximum Rate)
- Inflight Fire and Smoke Removal
- Rapid Decompression
- Airframe Icing

POST FLIGHT PROCEDURES

- After Landing Procedures
- Parking and Securing
- Shutdown Procedures (Opt)

RECORD OF TRAINING

Alan Alejandro Mac Betth Montoya Perales
Med Jets USA

on November 14, 2024 has completed
LR35/36 to LR55, Recurrent Differences Course

Ground Training Curriculum

Aircraft General	Air Conditioning	Hydraulics
Electrical	Flight Controls	Oxygen
Fuel	Performance/Weight and Balance	Landing Gear and Brakes
Powerplant	Avionics/Communications	Pressurization
Pneumatics	Lighting	Fire Protection
Ice and Rain Protection	Master Warning	Thrust Reversers

Ground Training Hours: 2.50

FlightSafety
INTERNATIONAL

[Redacted Signature]

Robert Akins - Authorized Signatory

Tucson Learning Center

20Nov24
Date

RECORD OF TRAINING

Alan Alejandro Mac Betth Montoya Perales
Med Jets USA

during the period November 11, 2024 through November 14, 2024 has completed
Learjet Series (LR-JET) Recurrent Pilot Course
Model: *Learjet 35/36 Series*

Ground Training Curriculum

Aircraft General	Landing Gear and Brakes	Weight & Balance
Powerplant	Ice and Rain Protection	Performance
Electrical	Avionics/Communications	Flight Planning
Hydraulics	Master Warning	Approved AFM/AOM
Fuel	Fire Protection	Windshear Training
Pneumatics	Oxygen	Stall Recognition and Recovery Procedures
Air Conditioning	Lighting	Crew Resource Management (CRM)
Pressurization	Thrust Reversers	Systems Integration
Flight Controls	Systems Review, Examination and Critique	

Ground Training Hours: 15.50
Briefing/Debriefing Hours: 4.50

Flight Training Curriculum

Flight Simulator:	Pilot Flying	6.00
	Pilot Monitoring	0.00
	Total Hours:	6.00

Other Authority Checks: Mexico - AFAC Check[✓]



[Redacted Signature]

Robert Akins - Authorized Signatory

Tucson Learning Center

20Nov24
Date