

Training Summary

Josue de Jesus Juarez Juarez				☐	
Med Jets USA				None	
Tucson				Submitted	
Course: LR35/36 to LR55, Initial Differences					
Course Code: 000050001410Z1					
Start Date: 24May24					
Objectives:					
Course Versions:	Version	Owner	Revision	Date	Authority
				13Feb17	FAA
Certificates & Licenses:	Type	Number	Issuing Country	Primary	
	Commercial		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	3.00		0.00	0.00	3.00	3.00
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
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				
Written/Electronic Examination Completed	Written/Electronic Examination Completed	Yes	Profile	Yes

Training Summary

Josue de Jesus Juarez Juarez		☐	
Med Jets USA		None	
Tucson		Submitted	
Course: LJ 35, Recurrent SIC			
Course Code: 00005000121067			
Start Date: 20May24			
Objectives: Equivalent to 61.55(SIC); Mexico - AFAC Check			
Course Versions:	Version	Owner	Revision
			Date
			08May23
Authority			
Certificates & Licenses:	Type	Number	Issuing Country
	Commercial		MEXICO
Primary			
Training Record Status:	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
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	1.00	0.00	0.00	7.00	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				
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
Equivalent to 142				
Equivalent to 61.55(SIC)	Equivalent to Second in Command Proficiency	Yes	Reservation	Yes
Other Authority Checks				
Mexico - AFAC Check	Mexico Check Completed	Pass	Reservation	Yes



FLIGHT TRAINING RECORD

Learjet 35/36 Series Pilot SIC Recurrent

Client: Josue de Jesus Juarez Juarez [REDACTED]			Start Date: 20May24		
Customer: Med Jets USA [REDACTED]			Objectives: Equivalent to 61.55(SIC); Mexico - AFAC Check		
Certificate:			Course: Type (Version)		Revision
Certificate Holder:					Rev. Date
Aircraft Model: Learjet 35/36 Series			Trng Devices: FSI#		FAA#
Pilot Home Base:			Level C		199
Pilot Certificate: Type			Issuing Country		
[REDACTED] Commercial			MEXICO		
Training Period			05/21	05/22	05/23
DATE: 20May24 to 23May24			Sim/AC#: 199	199	199
			Level: C	C	C
INSTRUCTOR INITIALS			TOTALS	RR	RR
Left Seat			PF	0.00	0.00
			PM	0.00	0.00
Right Seat			PF	7.00	2.50
			PM	0.00	0.00
1. PREFLIGHT PROCEDURES			05/21	05/22	05/23
a. Preflight Inspection (Cockpit Only)			1		
b. Powerplant Start--Normal			T		
c. Powerplant Start--Abnormal			T		
d. Taxiing/Runway Operations			T		
e. Pretakeoff Checks				1	1
2. TAKEOFF AND DEPARTURE PHASE			05/21	05/22	05/23
a. Normal Takeoff			1	1	1
b. Rejected Takeoff			2/1		
c. Departure Procedure			T	T	T
d. Crosswind Takeoff			1	1	1
e. Instrument Takeoff - RVR:(1200')				T	
e. Instrument Takeoff - RVR:(1600')				T	
e. Instrument Takeoff - RVR:(1800')				T	T
e. Instrument Takeoff - RVR:(5000')			T		
f. Powerplant Failure During Takeoff				T	
g. Windshear					T
3. IN-FLIGHT MANEUVERS			05/21	05/22	05/23
a. Steep Turns			T		
b. Approach to Stall, Clean Configuration				T	
c. Approach to Stall, Takeoff or Approach Configuration				T	
d. Approach to Stall, Landing Configuration				T	
e. Powerplant Failure (Including Shutdown and Restart)			1		
f. Recovery From Unusual Attitudes			T		
g. Power Off Stall Demonstration (AC 120-109)			X		
h. Stick Pusher Demonstration (AC 120-109A)			X		
i. Specific Flight Characteristics--Dutch Roll					T
j. Specific Flight Characteristics--Overspeed Recovery					T
4. INSTRUMENT PROCEDURES			05/21	05/22	05/23
a. Arrival Procedures			T		
b. Circling Approach				T	
c. Holding				T	
d. Missed Approach				1	1
e. Missed Approach from a Precision Approach				1	1
f. Missed Approach with One Engine Inoperative					T
g. Nonprecision Approach - NPA:(LOC)				1	

# OF TAKEOFF AND LANDINGS			05/21	05/22	05/23						
		TOTALS									
TAKEOFFS	DAY	1	1								
	NIGHT	7		5	2						
LANDINGS	DAY	1	1								
	NIGHT	6		3	3						
INSTRUCTOR INITIALS			INSTRUCTOR								
RR			Richard Rawlinson (00009939)								
Endorsements		YES NO	Instructor Digital Signature								
Written/Electronic Examination Completed		☒ ☐	William Gill (P00012726) 23May24 17:31								
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
21May24 RR	Initial Conditions – Day time operations. Normal and abnormal engine starts, Normal ILS Approach Strengths – Great attitude Weaknesses – This was his first ever simulator event. He took a bit of time to try and get used to the motion. His lack of recent experience in the LR35 was evident. Exceptions –Stall recovery's not observed due to time remaining Additions –N/A Recommendations – Use smaller pitch / power and airspeed control inputs, and develop better instrument crosschecking skills
22May24 RR	Initial Conditions –Night time operations. Single engine procedures Strengths – Great attitude, hard worker Weaknesses – A little weak on instrument cross check skills Exceptions – N/A Additions – N/A Recommendations – N/A
23May24 RR	Initial Conditions –High Altitude procedures, Flight control malfunctions Strengths – Better instrument cross check skills today Weaknesses – No weaknesses noted for a SIC pilot Exceptions – N/A Additions – N/A Recommendations – N/A

Flight Training Summary

Josue de Jesus Juarez Juarez
Med Jets USA
Tucson

Course: LJ 35, Recurrent SIC

Start Date: 20May24

Objectives: Equivalent to 61.55(SIC); Mexico - AFAC Check

Certificates & Licenses: Type

Commercial

Number

Issuing Country

MEXICO

		TOTALS			TOTALS
Left Seat:	PF	0.00	TAKEOFFS:	DAY	1
	PM	0.00		NIGHT	7
Right Seat:	PF	7.00	LANDINGS:	DAY	1
	PM	0.00		NIGHT	6
	Instrument	3.20	APPROACHES:	Precision/3D	6
				Non-Precision/2D	2
				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: 1200'

Instrument Takeoff

RVR: 5000'

Instrument Takeoff

RVR: 1800'

Instrument Takeoff

RVR: 1600'

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

INSTRUMENT PROCEDURES (Continued)

Nonprecision Approach

NPA: LOC

Nonprecision Approach - Manually Flown with Course Reversal

NPA: RNAV (GPS) LNAV/VNAV

Nonprecision Approach, Backup Instrumentation

NPA: RNAV (GPS) LNAV/VNAV

Precision Approach

RVR: 1800'

PA: ILS/DME

Precision Approach

RVR: 4000'

PA: ILS/DME

Precision Approach

RVR: 4000'

PA: ILS

Precision Approach, Backup Instrumentation

RVR: 4000'

PA: ILS/DME

Precision Approach, One Engine Inoperative - Manually Flown

RVR: 1800'

PA: ILS

Published Missed Approach

Visual Approach

LANDINGS AND APPROACHES TO LANDINGS

Normal Landing

Landing from a Precision Approach

RVR: 4000'

Landing from a Precision Approach

RVR: 1800'

Rejected Landing

Crosswind Landings

Approach and Landing with a Powerplant Failure

Landing from a Circling Approach

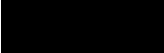
Landing From a No Flap or Nonstandard Flap Approach

Windshear

NORMAL/ABNORMAL PROCEDURES

Fuel System

Fire Detection and Extinguisher Systems



NORMAL/ABNORMAL PROCEDURES (Continued)

- Navigation and Avionics Systems
- AFCS/EFIS and Related Subsystems
- 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

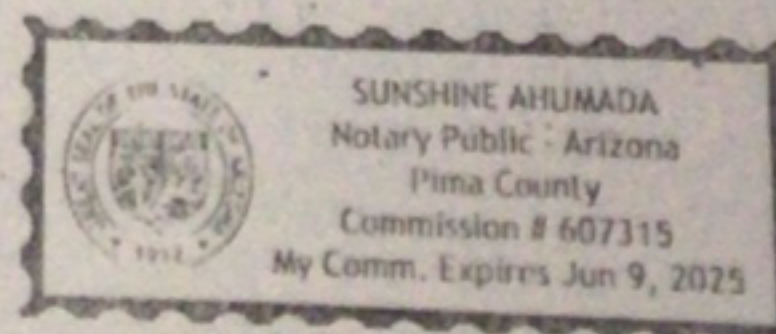
- After Landing Procedures
- Parking and Securing
- Shutdown Procedures (Opt)

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

COMPANY: Med Jets USA		TRAINING CENTER LOCATION: Tucson AZ.	
NAME OF AIRMAN (last, first, middle initial): Josue De Jesus Juarez Juarez		TYPE OF TEST/CHECK: SIC Recurrent	
PILOT CERTIFICATION INFORMATION: Grade: COM Number: [REDACTED]		AIRCRAFT (Make/Model/Series): LR-Jet 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	N/A	25. Approach, Backup Instrumentation *	S
2. Performance and Limitations	N/A	26. Precision Approach, Manually Flown OEI	S
PREFLIGHT PROCEDURES		27. Precision Approach *	S
3. Preflight Assessment *	S	28. Landing from a Precision App RVR: 1800	S
4. Powerplant Start – Normal *	S	29. Circling Approach	N/A
5. Powerplant Start – Abnormal	S	30. Landing from a Circling Approach	N/A
6. Taxiing *	S	31. Missed Approach from a Precision Approach	S
7. Before Takeoff Checks *	S	32. Missed Approach with One Engine Inoperative	N/A
TAKEOFFS AND LANDINGS		33. Published Missed Approach	S
8. Normal Takeoff and Climb *	S	34. Holding Procedures	N/A
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 *	S
14. Steep Turns	N/A	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	N/A
16. Recovery from Unusual Flight Attitudes - Nose Low *	S	POSTFLIGHT PROCEDURES	
STALL PREVENTION		42. After Landing	S
17. Partial Flap Configuration Stall Prevention	S	43. Parking and Securing	S
18. Clean Configuration Stall Prevention	S	REMARKS	
19. Landing Configuration Stall Prevention	S	Incremental check 5/21, 22 and 23, 2024 Item #12 Unsatisfactory. Retrained 0.2 hours, Rechecked. Satisfactory	
INSTRUMENT PROCEDURES			
20. Instrument Takeoff RVR: 1200	S		
21. Departure Procedures	S		
22. Arrival Procedures	N/A		
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: Rick Rawlinson		DATE & DURATION OF CHECK: May 23, 2024 7.0 Hrs.	
SIGNATURE OF EVALUATOR: [REDACTED]		RESULT OF CHECK: Satisfactory - ONLY SIC PROFICIENCY DEMONSTRATED	



State of Arizona County of Pima
 Subscribed and sworn to (or affirmed) before me on this 20 day
 of May, 2024 by Richard Rawlinson
 [REDACTED]
 Notary Public Signature



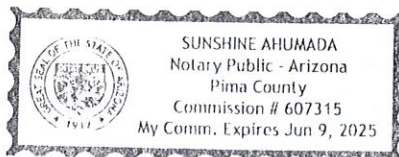
RECORD OF TRAINING
Josue de Jesus Juarez Juarez
Med Jets USA
on May 24, 2024 has completed
LR35/36 to LR55, Initial Differences Course

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: 3.00

State of Arizona County of Pima
Subscribed and sworn to (or affirmed) before me on this July day
of 2024 by Robert Akins
Notary Public Signature



Robert Akins
Robert Akins - Authorized Signatory

Tucson Learning Center

30May24
Date

RECORD OF TRAINING

Josue de Jesus Juarez Juarez
Med Jets USA

during the period May 20, 2024 through May 23, 2024 has completed
Learjet Series (LR-JET) Recurrent SIC 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: 15.00
Briefing/Debriefing Hours: 4.50

Flight Training Curriculum

Flight Simulator: Pilot Flying 7.00
Pilot Monitoring 0.00
Total Hours: 7.00

Other Authority Checks: Mexico - AFAC Check[✓]

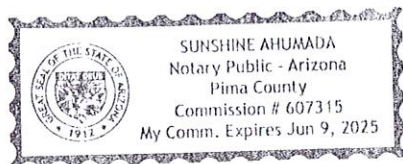
Remarks

Trained as Second-in-Command

State of Arizona County of Pima

Subscribed and sworn to (or affirmed) before me on this 9 day
of July, 2024 by Robert Akins

Notary Public Signature



Robert Akins - Authorized Signatory

Tucson Learning Center

30May24
Date