

Factual Report - Attachment 12

Captain Training Records

OPERATIONAL FACTORS

WPR21FA286

#12

FLIGHTS SAFETY

• I N T E R N A T I O N A L •

Certifies that

Alberto Montero del Collado de la Rosa

has satisfactorily completed a course of

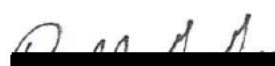
Challenger 605 Part 135 INHB

Conferred on 16th day of July, 2021



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

FlightSafety.
international



MANAGER
Philadelphia / Wilmington Ctr

#12

AIRMAN COMPETENCY/PROFICIENCY SIMULATOR -- TEST/CHECK FORM Airplane Airman Certification Standards		UJFX071K TRAINING CENTER LOCATION: Wilmington, DE (ILG)	
AIR CARRIER: AEOLUS AIR CHARTER		AIR CARRIER CERTIFICATE NUMBER: RHAA377Q	
NAME OF AIRMAN (last, first, middle initial): MONTERO DEL COLLADO DE LA ROSA, ALBERTO		TYPE OF TEST/CHECK: PIC & SIC 135.293(a)(2-3),(b)/135.297	
PILOT CERTIFICATION INFORMATION: Grade: ATP Number: [REDACTED]		AIRCRAFT (Make/Model/Series): CL-605 Sim:1267	
FLIGHT MANEUVERS GRADE (S=Satisfactory, U=Unsatisfactory, N/A=Not Applicable)			
Maneuver (* = SIC Requirement)	Grade	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 App. (Manually Flown) with 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	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		
INSTRUMENT PROCEDURES			
20. Instrument Takeoff RVR: 500	S		
21. Departure Procedures	S		
22. Arrival Procedures	S		
23. Nonprecision Approach *	S		
24. Nonprecision App. (Manually Flown) with Course Reversal	S		
DIFFERENCES: N/A			
FSB REQUIRED QUALIFICATION EVENTS: All FSB required qualification events were conducted within the maneuvers shown above. Satisfactory			
USE OF AUTOPILOT WITHOUT SIC - 135.297(g): N/A			
NAME OF EVALUATOR: DONALD DENGLE		DATE & DURATION OF CHECK: Jul 16, 2021 2.3	
SIGNATURE OF EVALUATOR: [REDACTED]		FAA OBSERVATION (if appropriate): N/A	
		RESULT OF CHECK: Satisfactory	
		NAME & SIGNATURE OF FAA INSPECTOR:	
This Optional Section for Air Carrier Use Only			
PROFICIENCY/COMPETENCY DEMONSTRATED	Base Month-Next Due	Air Carrier Certifying Official	
Pilot Competency - 135.293(a)(2-3),(b)			
Instrument Proficiency - 135.297			
Use of Autopilot without SIC - 135.297(g)			
MEDICAL INFO - DOB:	Exam Date:	Class:	

RECORD OF TRAINING / CHECKING

Alberto Montero del Collado de la Rosa
Aeolus Air Charter

during the period July 12, 2021 through July 16, 2021 has completed

Aeolus Air Charter's
Challenger 605 Part 135 INHB Course

Model: Challenger 605 Advanced Proline Upgrade

Ground Training Curriculum

Aircraft General	Differences CL605SB to CL650	Systems Review, Examination and Critique
Powerplant	Landing Gear and Brakes	Weight & Balance
Electrical	Ice and Rain Protection	Performance
Hydraulics	Avionics/Communications	Flight Planning
Fuel	Master Warning	Approved AFM/AOM
Pneumatics	Fire Protection	Windshear Training
Air Conditioning	Oxygen	Stall Recognition and Recovery Procedures
Pressurization	Lighting	CRM / ADM / Risk Management
Flight Controls	Auxiliary Power Unit (APU)	Systems Integration

Ground Training Hours: 13.00
Briefing/Debriefing Hours: 4.50

Flight Training Curriculum

Flight Simulator:

Pilot Flying 6.00
Pilot Monitoring 6.00

Total Hours: 12.00

Qualification Curriculum

Written/Oral Examination 1.50
Briefing/Debriefing 1.00

Flight Simulator: Pilot Flying 2.25
Pilot Monitoring 0.00
Aircraft: Pilot Flying 0.00
Pilot Monitoring 0.00

FAR 135 Test/Checks: 135.293(a)(2)[✓] 135.293(a)(3)[✓] 135.293(b)[✓] 135.297[✓]

FAR 135 Recent Experience: 135.247(a)(3)(ii)(D)[✓]

Donald Gorman - Manager

Philadelphia / Wilmington Ctr

16Jul21
Date

Alberto Montero del Collado de la Rosa (██████████)
Aeolus Air Charter (██████████)
Wilmington

#12

Course: CL 605, 135 Recurrent

Start Date: 12Jul21

Objectives: 135.247(a)(3)(ii)(D); 135.293(a)(2); 135.293(a)(3); 135.293(b); 135.297

Certificates & Licenses:	Type	Number	Issuing Country
ATP		██████████	UNITED STATES
ATP		██████████	MEXICO

TOTALS			TOTALS		
Left Seat:	PF	6.00	TAKEOFFS:	DAY	0
	PM	0.30		NIGHT	6
Right Seat:	PF	0.00	LANDINGS:	DAY	0
	PM	5.70		NIGHT	7
	Instrument	5.10	APPROACHES:	Precision/3D	5
				Non-Precision/2D	7
				EFVS	0
			HOLDS:		2

Completed Simulator Training:

PREFLIGHT PROCEDURES

Preflight Inspection (Cockpit)/Prestart Proc/Performance Limitations
Powerplant Start--Normal
Powerplant Start--Abnormal
Taxiing/Runway Operations
Pretakeoff Checks

TAKEOFF AND DEPARTURE PHASE

Normal Takeoff
Crosswind Takeoff
Instrument Takeoff
RVR: 500'
Departure Procedure
Normal Climb
Powerplant Failure at V1
Rejected 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)
Normal Descent
Powerplant Failure - Maneuvering w/OEI while Executing PIC Duties

INSTRUMENT PROCEDURES

Standard Terminal Arrival/FMS Procedures
Holding
Precision Approach, All Engines Operating
RVR: N/A
PA: ILS
Flown: Manual Flight Director Assist
MA: N/A
Transition: Vectors
Instrumentation: Full Instrumentation

INSTRUMENT PROCEDURES (Continued)

Precision Approach, All Engines Operating
RVR: N/A
PA: ILS
Flown: Manual Flight Director Assist
MA: Published
Transition: Vectors
Instrumentation: Full Instrumentation
Precision Approach, All Engines Operating
RVR: 1800'
PA: ILS
Flown: Autopilot Coupled
MA: N/A
Transition: Vectors
Instrumentation: Full Instrumentation
Nonprecision Approach 1
NPA: LDA with glide slope
Flown: Autopilot Coupled
Engine: All Engines Operating
MA: N/A
Transition: Vectors
Instrumentation: Full Instrumentation
Nonprecision Approach 1
NPA: VOR
Flown: Manual Flight Director Assist
Engine: All Engines Operating
MA: Published
Transition: Vectors
Instrumentation: Failed Down Instrumentation
Nonprecision Approach 1
NPA: RNAV (GPS) LPV
Flown: Autopilot Coupled
Engine: All Engines Operating
MA: Published
Transition: Vectors
Instrumentation: Full Instrumentation

FRONT

INSTRUMENT PROCEDURES (Continued)**Nonprecision Approach 2**

NPA: RNAV (GPS) LNAV/NAV

Flown: Autopilot Coupled

Engine: All Engines Operating

MA: N/A

Transition: Vectors

Instrumentation: Full Instrumentation

Nonprecision Approach 2

NPA: RNAV (GPS) LNAV

Flown: Manual Flight Director Assist

Engine: All Engines Operating

MA: N/A

Transition: Vectors

Instrumentation: Failed Down Instrumentation

Nonprecision Approach 2

NPA: LOC/DME

Flown: Autopilot Coupled

Engine: All Engines Operating

MA: N/A

Transition: Vectors

Instrumentation: Full Instrumentation

Missed Approach from a Precision Approach**Visual Approach****Precision Approach, One Engine Inoperative**

RVR: N/A

PA: ILS

Flown: Autopilot Coupled

MA: Published

Transition: DME Arc

Instrumentation: Failed Down Instrumentation

Precision Approach, One Engine Inoperative

RVR: 1800'

PA: ILS

Flown: Manual Flight Director Assist

MA: N/A

Transition: Vectors

Instrumentation: Failed Down Instrumentation

Circling Approach**Missed Approach with a Powerplant Failure****Autothrottle (Opt)****Missed Approach from a Nonprecision Approach****LANDINGS AND APPROACHES TO LANDINGS****Normal Landing**

Landing from a Precision Approach

Landing from a Nonprecision Approach

Autothrottle (Opt)**Crosswind Landing**

Approach and Landing with a Powerplant Failure

Rejected Landing

Landing from a No Flap or Nonstandard Flap Approach

Landing from a Circling Approach

Landing with Pitch Mismatch (PIC)

Windshear**NORMAL/ABNORMAL PROCEDURES****Powerplant**

Fuel and Oil System

Electrical

Navigation and Avionics Systems/Airborne Weather Radar

AFCS/Autopilot, EFIS and Related Subsystems

Autothrottle (Opt)

Flight Management Guidance/Flight Instrument System Malfunction

NORMAL/ABNORMAL PROCEDURES (Continued)**Stall Warning Devices**

Communications Equipment

Fire Detection Systems and Extinguishing Systems

Anti-ice and Deice Systems

Aircraft and Personal Emergency Equipment

Hydraulic System

Environmental/Air Conditioning System

Pneumatic/Pressurization System

Flight Control Systems

Stability Augmentation Devices

EMERGENCY PROCEDURES

Electrical, Hydraulic, Pneumatic Systems

Landing Gear and Flap System Malfunction

Emergency Descent (Maximum Rate)

Inflight Fire and Smoke Removal

Rapid Decompression

Emergency Evacuation

Airframe Icing

Flight Control Systems Malfunction

POST FLIGHT PROCEDURES

After Landing Procedures

Parking and Securing

Shutdown Procedures (Opt)

FSB ITEMS - CL-604 SERIES

Passenger Oxygen System Activation (Right Seat)

Nosewheel Steering Tiller (Left Seat)

Air Driven Generator (ADG) Deployment

PFD, MFD, EICAS Status Page Reversionary Modes

Transition from Auto to Manual AFCS Due to Error or System

Malfunction

Comfortably Trans from Auto to Manual Mode & Back in Orderly Fashion

Inability to Exclusively use EICAS Messages to Determine AC Status

Dual Hydraulic System Malfunction (Systems 1 or 2, and 3)

Roll Ctrl During Mult Hydraulic Fail, CW Lndg & Rollout & 0 Flap Lndg

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