

Factual Report - Attachment 13

Co-Pilot Information

OPERATIONAL FACTORS

WPR21FA286

Bret Ebaugh



SUMMARY OF QUALIFICATIONS

- 33 years flying
- Type Rated on Boeing 757/767, Bombardier CL604/605/650, CL65, Dornier 328, Embraer 170/190
- Led as CL650 Safety Manager with successful outcomes for the ISBAO Audit and Stage 2 Certification in 2019 for *Endeavor Aviation*.
- Managed CL604 FAR part 135 based in KBFI for *Gama Aviation*.
- Acted as Director of Operations and Chief Pilot for *California Pacific Airlines*.
- Designed and coordinated production of the *Flight Manual, Flight Training Manual, Operations Manual, Ground Handling Manual, and Operations Specifications*, for *California Pacific Airlines*.
- Led the successful Formal Application Meeting for *California Pacific Airlines*.
- Acted as *Manager of Flight Standards, Check Airman and Aircrew Designated Examiner* for *PSA*.

Flight Time

14330 Total Time

12352 P.I.C.

10378 Turbine

Work History

01/2013 – Present

TorqueRoll, LLC

United States

As a Contract Pilot I support owners and operators on the Bombardier CL604, 605 and 650 operating under 135 and 91. Having flown over 4500 hours on the Challengers in domestic and international operations, I have performed all aspects of flight and equipment management. This includes initial delivery, crew training, staffing and supplemental crew support.

10/2009 – 12/2012

California Pacific Airlines

Carlsbad, CA

As Chief Pilot of this passenger operation I accepted and delivered the Embraer 170, worked extensively on the creation of the manual library system (MLS), the Letter of Compliance (LOC), Safety Attribute Inspection (SAIs) and created the Operations Specifications.

05/2008 - 02/2009

Bombardier Customer Support

Montevideo, Uruguay

As a certified Training Instructor and Examiner for Bombardier on the CL65 my duties were to bring Pluna airline's crews up to speed with their new state of the art equipment. This was done through extensive route training and aircraft qualification.

01/2008 - 05-2008

EOS Airline

NY

I was hired into the last class to get to the line as a captain qualified on the Boeing 757. I had finished IOE and was making North Atlantic Track crossings when EOS was the 5th airline to close up during the fuel scare in 2008.

02/1997 – 12/2007

US Airways Express / PSA

Vandalia, OH

For the year 2006 was named the Captain with the 'Best On-Time Performance' for PSA Airlines by the President of Operations

I served as PSA's Manager of Flight Standards and Designated Pilot Examiner, responsible for ensuring Initial and Recurrent Training Programs, Line Checks and IOE (Initial Operating Experience) standards were met. At one point I had 17 Direct Reports.

Additional Qualifications and Information

ISBAO Auditor Trained 2019

WebOps Trained 2010

Named Captain with Best On-Time Performance 2006

Placed second at the 1993 U.S. National Aerobatic Championships

Featured in a six-page article in SPORT PILOT, March 1991

Featured on the cover of U.S. AVIATOR, December 1990

Eagle Scout

References Available Upon Request



**Pilot-In-Command
Pilot Proficiency Certificate**

THOMAS BRET EBAUGH

Airman Certificate Number:



**Has completed a Part 142 Curriculum which included the
Proficiency Check required by 14 CFR Section 61.58 to
continue to serve as a Pilot-In-Command (PIC) in the:**

CL604

ELECTRONICALLY SIGNED BY

TCE: STEVEN FORD



DATE OF CHECK:

18-Jun-21

Performance records for this certification are on file at CAE

UNITED STATES OF AMERICA
Department of Transportation
Federal Aviation Administration

MEDICAL CERTIFICATE FIRST CLASS

This certifies that *(Full name and address)*:

THOMAS Bret EBAUGH

[REDACTED]

Date of Birth	Height	Weight	Hair	Eyes	Sex
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

has met the medical standards prescribed in part 67, Federal Aviation Regulations, for this class of Medical Certificate.

Limitations

Must wear corrective lenses, possess glasses for near/intermediate vision.

Date of Examination

01/27/2021

Examiner's Designation No.

[REDACTED]

Examiner

Signature

[REDACTED]

Typed Name

JAMES LAKIN, MD

AIRMAN'S SIGNATURE

[REDACTED]

[REDACTED]

Applicant ID:

[REDACTED]

Control No.:

[REDACTED]

SCOTT INTERNATIONAL PROCEDURES, LLC

THE SCOTTIPC RECURRENT, WITH THE MODULES LISTED BELOW, WAS CONDUCTED ON FRIDAY, MARCH 6TH 2020 WITH BRET EBAUGH OF CONTRACT PILOT

The following subject modules were covered:

- 11G - Mach Number Technique
- 11J - NAT Tracks
- 11k - PBCS & Data Link Mandate
- 11o - Flight Walkthrough North Atlantic
- 16A - Oceanic and ICAO Contingencies
- 1C - Plotting Chart Review
- 24B - International Altimetry Basics
- 24G - ICAO PANS-OPS Instrument Procedures & TERPS Differences
- 26B - Differences from ICAO Standards
- 30a - Oceanic Airspace Design
- 31E - RNP 1 & 2
- 32A - PBCS
- 38E - CPDLC Recurrent

Special Authorization Airspaces & special subjects covered above:

NAT HLA/MNPS, RNP10, BRNAV/RNP5, RVSM, WATRS Plus, RNP10, RNP4 (PBCS, 30/30 Separations), RNP1, RNP2, PBCS

NAT/HLA Operational Bulletins were addressed and procedures within were covered in this training. Special attention was given to NAT Ops Bulletin 2017-001 Rev 4 NAT Common DLM dated 9 July 2019, NAT Ops Bulletin 2017-002 Rev 1 Oceanic Errors dated 18 Dec 2017, NAT Ops Bulletin 2017-005 Sample Oceanic Checklists Rev dated 7 Dec 2017 and NAT Ops Bulletin 2018-005 Rev 1 Special Procedures For In-Flight Contingencies in Oceanic Airspace dated 13 Feb 2019.

RVSM training consisting of all subject matter specified in FAA AC 91-85B, dated 29 Jan 2019. Also, U.S. DRVSM and European differences of implementation for RVSM were discussed. The European differences were trained IAW the Eurocontrol Flight Crew Information Notice and Regional Supplementary Procedures, ICAO Document 7030/4. Also covered was, Operating Practices and Procedures For Reduced Vertical Separation Minimum (RVSM) For U.S. Domestic RVSM. Additionally, Operational Policy/Procedures for the WATRS Plus, the NY Oceanic FIR, the San Juan FIR and Atlantic High Offshore Airspace were covered. . Included in the training was a discussion of TCAS II operation above Flight Level 290, including the changes incorporated in software change 7.1.

The CPDLC information in this module is taught to a recurrent depth and the coverage is not intended to serve as sufficient for Initial Certification. In order to complete the academic requirements needed for initial CPDLC certification, the full ScottIPC CPDLC specialty module must be completed online.

Sincerely,



Amy Scott

Scott International Procedures, LLC
Because safety is in the details™





UNITED STATES OF AMERICA

XI

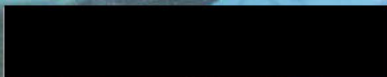
DEPARTMENT OF TRANSPORTATION • FEDERAL AVIATION ADMINISTRATION



IV NAME

THOMAS BRET EBAUGH

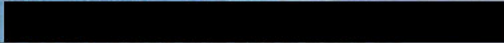
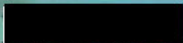
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VI NATIONALITY USA

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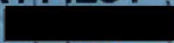
IVa D.O.B.



IX HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF

II AIRLINE TRANSPORT PILOT

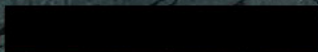
III CERTIFICATE NUMBER



X DATE OF ISSUE

25 AUG 2015

XIV



VIII

ADMINISTRATOR



THOMAS BRET EBAUGH

XII RATINGS

AIRLINE TRANSPORT PILOT

AIRPLANE MULTIENGINE LAND

B-757; B-767; CL-65; CL-604; DO-328; ERJ-170; ERJ-190

COMMERCIAL PRIVILEGES

AIRPLANE SINGLE ENGINE LAND; GLIDER

XIII LIMITATIONS

ENGLISH PROFICIENT.

B-757 B-767 CIRC. APCH. - VMC ONLY.

**VII SIGNATURE
OF HOLDER**



UNITED STATES OF AMERICA

XI

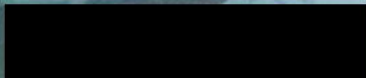


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IV NAME

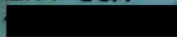
THOMAS BRET EBAUGH

V ADDRESS

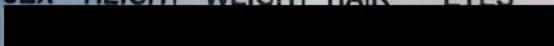


VI NATIONALITY USA

IVa D.O.B.



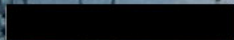
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IX HAS BEEN FOUND PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF

II FLIGHT INSTRUCTOR

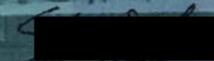
III CERTIFICATE NUMBER



X DATE OF ISSUE

7 JAN 2020

XIV



VIII ADMINISTRATOR



THOMAS BRET EBAUGH

XII RATINGS

FLIGHT INSTRUCTOR

AIRPLANE SINGLE ENGINE; INSTRUMENT AIRPLANE

XIII LIMITATIONS

VALID ONLY WHEN ACCOMPANIED BY PILOT CERTIFICATE NO. [REDACTED] EXPIRES:
31 JAN 2022.

**VII SIGNATURE
OF HOLDER**

2748 06/19

I **UNITED STATES OF AMERICA**

XI

DEPARTMENT OF TRANSPORTATION • FEDERAL AVIATION ADMINISTRATION

IV NAME

THOMAS BRET EBAUGH

V ADDRESS

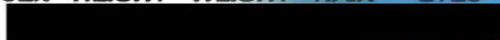
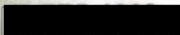


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VI NATIONALITY **USA**

SEX HEIGHT WEIGHT HAIR EYES

IVa D.O.B.



IX HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF

II **REMOTE PILOT**

III CERTIFICATE NUMBER

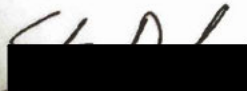


X DATE OF ISSUE

5 AUG 2019

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XIV



VII

ADMINISTRATOR



S



#12 #13
FlyContract

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Bret E.

(Contract Corporate Pilot)

State of Minnesota

Airline Airports of Choice: KMSP Airport

Member since 2017

Views 1757

Are you seeking fulltime employment? No

Smoker No

Passport Yes

Total Flight Hours 14369

Turbo Prop Hours 3843

Jet Hours 10460

ATP Yes

Medical Class First

Languages English

Send Email

All messages are actively monitored and tracked through FlyContract.com

#12 #13
Bombardier Challenge

Time in Aircraft 4389 Hours

PIC Time 4389 Hours

Price per Day \$ [REDACTED]

Price per Day Intl \$ [REDACTED]

Training Facility CAE SimuFlite

Training Date 6/17/2021

Type Rated Yes

Current 135 No

Bombardier Challenge

Time in Aircraft 4389 Hours

PIC Time 4389 Hours

Price per Day \$1 [REDACTED]

Price per Day Intl \$ [REDACTED]

Training Facility CAE SimuFlite

Training Date 6/17/2021

Type Rated Yes

Current 135 No

Bombardier Challenge

Time in Aircraft 4389 Hours

PIC Time 4389 Hours

Price per Day \$ [REDACTED]

Price per Day Intl \$ [REDACTED]

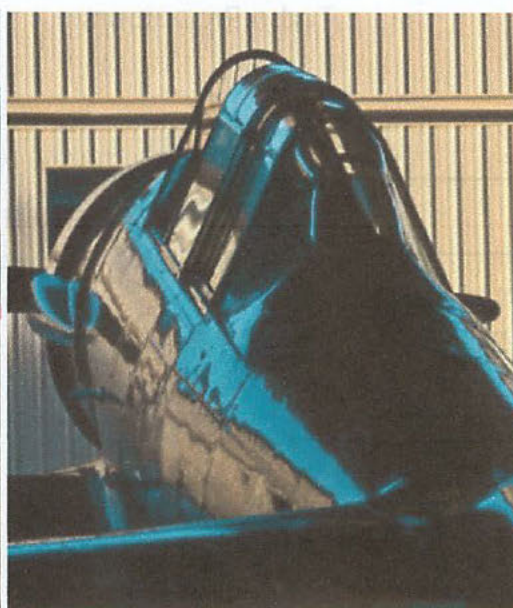
Training Facility CAE SimuFlite

Training Date 6/17/2021

Type Rated Yes

Current 135 No

Extensive contracting experience around the globe on the Challengers. Based in KMSP (Delta Hub) with global access. I have proven the ability to blend well and complete requests. ISBAO trained and certified. Current Passport. Lets talk about your needs.

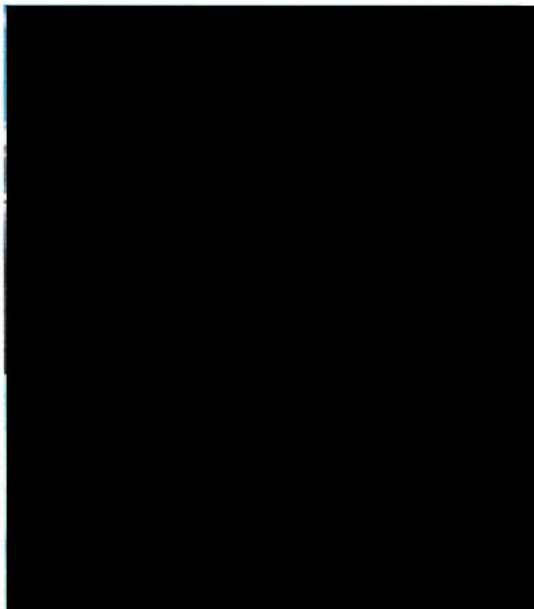


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PROQUEROL

ITS AN ATTITUDE



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Aug

Sep

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LLC company.

The pilot and flight attendant profiles
site are an advertisement

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