

WPR22FA068

OPERATIONAL FACTORS

Attachment 5

Flight Crew Personnel and Training Records

June 15, 2023

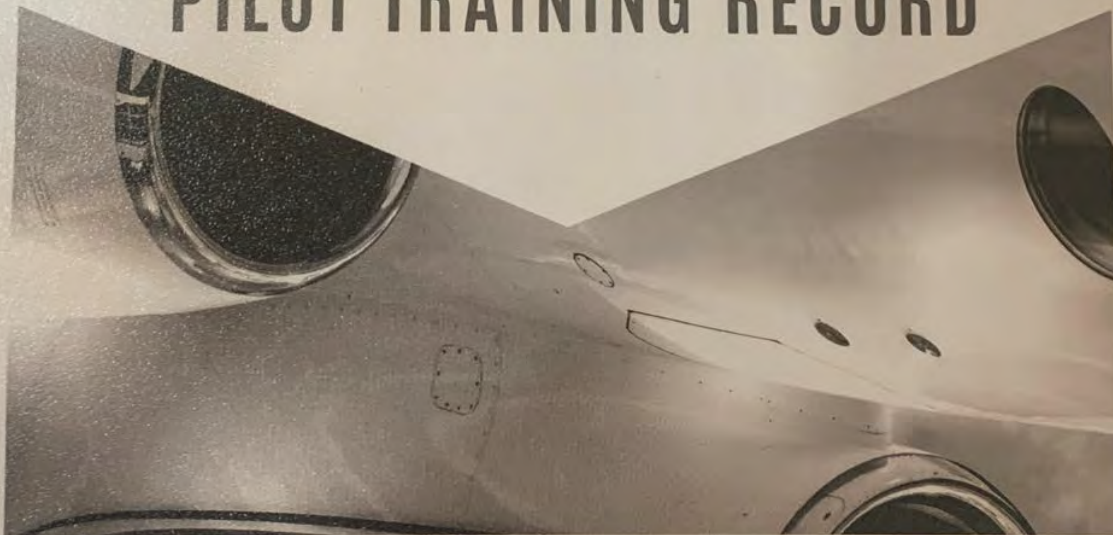


AEROMEDEVAC
AIR AMBULANCE



DOUGLAS GRANDE

PILOT TRAINING RECORD



AEROMEDEVAC
AIR AMBULANCE



AVERY

1	PILOT RECORD
2	LICENSES + MEDICAL & PASSPO
3	FLIGHT TRAIN
4	PILOT TRAIN
5	GROUND SCH TRAINING
6	BACKGRO DRUG, PRIA, DMV, D
7	TFSS
8	MISCELLAN



Aeromedevac, Inc.

Pilot Qualifications Summary

Pilot Name: Doug Gamble

Address: [Redacted]

City: San Jose State: CA Zip: [Redacted]

Phone: [Redacted] Pager: [Redacted] Cell: [Redacted]

Email: [Redacted]

Medical ☒ 1st Class ☐ 2nd Class Issue Date: 2-21-19

Ratings:

- | | | |
|---|--|--|
| ☒ Airline Transport Pilot | ☒ ASEL | ☒ CFI (Airplane) |
| ☒ Commercial | ☒ AMEL | ☒ CFI (Multi-engine) |
| ☐ Private | ☐ Rotorcraft - Helicopter | ☐ CFI (Helicopter) |
| | ☐ Instrument - Helicopter | ☒ CFI (Airplane) |
| | ☐ Instrument - Airplane | ☐ CFI (Helicopter) |
| | | ☐ Other (Specify) |

Certificate Number: [Redacted]

Summary of Pilot Flight Hours as of:		
Type	Pilot in command	Remarks
Total Time		
Total Time Airplane Turbo Prop		
Total Time Airplane - Turbo Jet		
Total Time Airplane Multiengine (Resip)		
Total Actual Instrument		
Total Simulated Instrument		
Total Night		
Total Cross Country		
Total Night Cross Country		
Total Airplane (Single Engine)		
Total Turbine Helicopter (Single Engine)		
Total Turbine Helicopter (Multiengine)		
Total Reciprocal Helicopter (Single & Multi)		

Date: 05/05/12

Form: 103

Revision: Original

EXAMINED & ACCEPTED

DATE 06-15-12

BY [Redacted]

Aeromedevac, Inc.

Pilot Qualifications Summary

Pilot Name: Doug Gamble
 Address: [REDACTED]
 City: San Jose State: CA Zip: [REDACTED]
 Phone: _____ Pager: _____ Cell: [REDACTED]
 Email: _____

Medical ☒ 1st Class ☐ 2nd Class Issue Date: 2-21-19

Ratings:

- | | | |
|---|--|--|
| ☒ Airline Transport Pilot | ☒ ASEL | ☒ CFI (Airplane) |
| ☒ Commercial | ☒ AMEL | ☒ CFI (Multi-engine) |
| ☐ Private | ☐ Rotorcraft - Helicopter | ☐ CFI (Helicopter) |
| | ☐ Instrument - Helicopter | ☒ CFI (Airplane) |
| | ☐ Instrument - Airplane | ☐ CFI (Helicopter) |
| | | ☐ Other (Specify) |

Certificate Number: [REDACTED]

Summary of Pilot Flight Hours as of:		
Type	Pilot in command	Remarks
Total Time		
Total Time Airplane Turbo Prop		
Total Time Airplane - Turbo Jet		
Total Time Airplane Multiengine (Resip)		
Total Actual Instrument		
Total Simulated Instrument		
Total Night		
Total Cross Country		
Total Night Cross Country		
Total Airplane (Single Engine)		
Total Turbine Helicopter (Single Engine)		
Total Turbine Helicopter (Multiengine)		
Total Reciprocal Helicopter (Single & Multi)		

Date: 05/05/12

Form: 103

Revision: Original

EXAMINED & ACCEPTED

DATE 06-15-12

BY [REDACTED]

Aeromedevac, Inc.

Pilot Qualifications Summary

Pilot Name: Doug Gamble
 Address: [REDACTED]
 City: San Jose State: CA Zip: [REDACTED]
 Phone: _____ Pager: _____ Cell: [REDACTED]
 Email: _____

Medical ☒ 1st Class ☐ 2nd Class Issue Date: 2-21-19

Ratings:

- | | | |
|---|--|--|
| ☒ Airline Transport Pilot | ☒ ASEL | ☒ CFI (Airplane) |
| ☒ Commercial | ☒ AMEL | ☒ CFI (Multi-engine) |
| ☐ Private | ☐ Rotorcraft - Helicopter | ☐ CFI (Helicopter) |
| | ☐ Instrument - Helicopter | ☒ CFI (Airplane) |
| | ☐ Instrument - Airplane | ☐ CFI (Helicopter) |
| | | ☐ Other (Specify) |

Certificate Number: [REDACTED]

Summary of Pilot Flight Hours as of:		
Type	Pilot in command	Remarks
Total Time		
Total Time Airplane Turbo Prop		
Total Time Airplane - Turbo Jet		
Total Time Airplane Multiengine (Resip)		
Total Actual Instrument		
Total Simulated Instrument		
Total Night		
Total Cross Country		
Total Night Cross Country		
Total Airplane (Single Engine)		
Total Turbine Helicopter (Single Engine)		
Total Turbine Helicopter (Multiengine)		
Total Reciprocal Helicopter (Single & Multi)		

Date: 05/05/12

Form: 103

Revision: Original

EXAMINED & ACCEPTED

DATE 06-15-12

BY [REDACTED]

was a necessity due to direct conversations with customers and senior management regarding production and personnel status.

Department: Administration Title: **Human Resources**

2008 –2011

During my time in the HR role I administered personnel transactions such as hires, promotions, transfers, performance reviews, terminations. During this time I also conducted and prepared new hire packets and orientations, responded to inquiries regarding employee policies, such as travel, benefits, sick/leave and created policies. Maintained internal legal contracts and NDA (non-disclosure agreement) filing, investigated employee interactions/complaints in order to determine presence of misconduct; coached & counselled the workforce in order to facilitate an environment of trust and respect. Facilitated programs to boost employee morale with monthly/annual celebrations and employee recognitions. Ensured company complies to EEOC laws, created job descriptions, conducted semi-annual policy presentations, lunch-n-learns, benefits open-enrollment, participated in recruitment and compensation initiatives and maintained employee confidentiality at all times.

Department: Administration Title: **Director of Development**

2011 –Present

In this current role I'm responsible for programs that are considered new business segments and/or processes to QCMI and the Grande Foundation.

- Oversee the operations and continued development of the Grande Foundation Academy
- Lead and manage new projects given by senior executives
- Wholly responsible and accountable for projects implementation for both QCMI and the Grande Foundation.

Specifically, worked in partnership with local community employment programs that assisted job seekers (i.e. returning military, under employed, unemployed) to gain the knowledge and skills necessary to find jobs in the manufacturing trades. This was done by creating a 501(c)(3) that allowed our company to reach a broad network in the San Diego community who desperately needed a program like this to gain traction and employment in a solid manufacturing market. This program has a 100% placement rate for all students who have completed the program.

Education

- CHS (Christian High School): Graduated 1998 (Diploma)
- ATP (Airline Transport Pilot Flight School): CFII / MEI
- Solar Turbines: DMAIC Six Sigma Black Belt
- Kaplan University: Associate of Applied Science in Business Administration (Graduated with honors. - Presidents List-)

Certificates

- Open Water Diver: Cert # [REDACTED]

Doug Grande

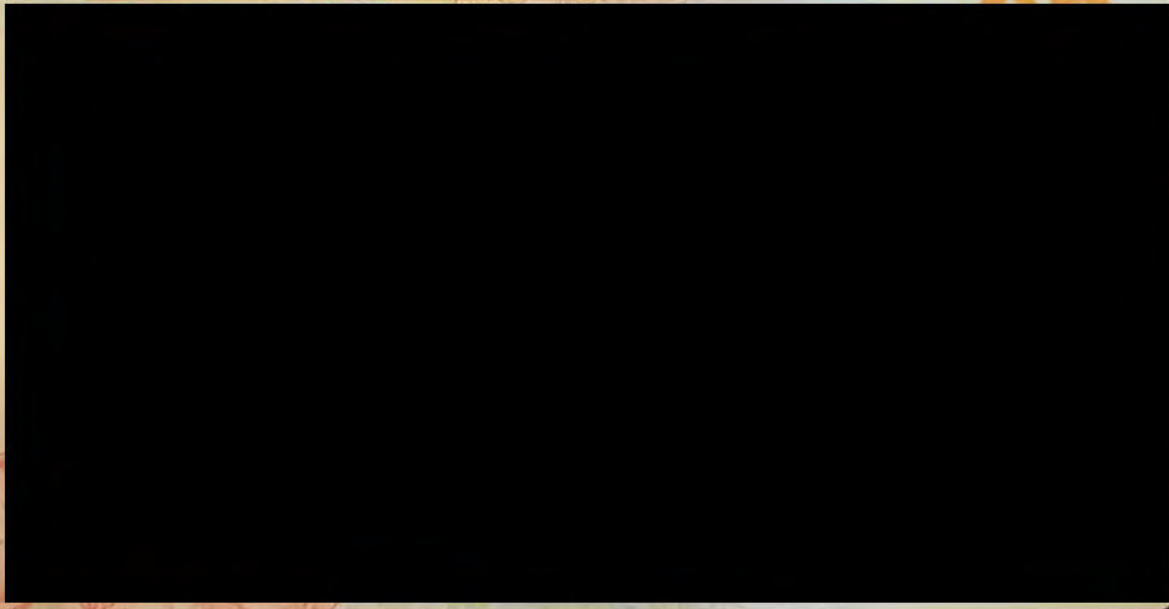
Aircraft/Sim	Model Number	ICAO Code	Category	Eng	Engine Type	Land/Sea
Aircraft	501	C501	Airplane		2 Turbofan	Land
Aircraft	525	C525	Airplane		2 Turbofan	Land
Aircraft	525A	C25A	Airplane		2 Turbofan	Land
Aircraft	140	C140	Airplane		1 Piston	Land
Aircraft	185	C185	Airplane		1 Piston	Land
Aircraft	172K	C172	Airplane		1 Piston	Land
Aircraft	172M Skyhawk	C172	Airplane		1 Piston	Land
Aircraft	8KCAB	BL8	Airplane		1 Piston	Land
Aircraft	E17B	BE17	Airplane		1 Piston	Land
Aircraft	EA 300/L	E300	Airplane		1 Piston	Land
Aircraft	F33A	BE36	Airplane		1 Piston	Land
Aircraft	MT-7-235	M7	Airplane		1 Piston	Land
Aircraft	PA-28-181	P28A	Airplane		1 Piston	Land
Aircraft	PA-44-180 Seminole	PA44	Airplane		2 Piston	Land
Aircraft Simulator			Airplane		2 Piston	Land
Aircraft Simulator			Airplane		1 Piston	Land

Doug Grande

Aircraft/Sim	Model Number	ICAO Code	Category	Eng	Engine Type	Land/Sea
Aircraft	501	C501	Airplane		2 Turbofan	Land
Aircraft	525	C525	Airplane		2 Turbofan	Land
Aircraft	525A	C25A	Airplane		2 Turbofan	Land
Aircraft	140	C140	Airplane		1 Piston	Land
Aircraft	185	C185	Airplane		1 Piston	Land
Aircraft	172K	C172	Airplane		1 Piston	Land
Aircraft	172M Skyhawk	C172	Airplane		1 Piston	Land
Aircraft	8KCAB	BL8	Airplane		1 Piston	Land
Aircraft	E17B	BE17	Airplane		1 Piston	Land
Aircraft	EA 300/L	E300	Airplane		1 Piston	Land
Aircraft	F33A	BE36	Airplane		1 Piston	Land
Aircraft	MT-7-235	M7	Airplane		1 Piston	Land
Aircraft	PA-28-181	P28A	Airplane		1 Piston	Land
Aircraft	PA-44-180 Seminole	PA44	Airplane		2 Piston	Land
Aircraft Simulator			Airplane		2 Piston	Land
Aircraft Simulator			Airplane		1 Piston	Land



California USA DRIVER LICENSE



3 4 5 6 7 8

DOUGLAS James GRANDE

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

Limitations

07/11

Examiner

Typed Name
LARRY MARSHALL, MD

AIRMAN'S SIGNATURE _____

FAA Form 8500-9 (3-12) Supplemental Material
[REDACTED]
0-670-7002

The holder of this certificate must:

- Have it in his or her personal possession at all times while exercising privileges of an airman certificate. (14CFR § 61.3)
- Understand that the issuance of a medical certificate by an Aviation Medical Examiner may be reversed by the FAA within 60 days. (14CFR § 67.407)
- Comply with validity standards specified for first-, second-, and third-class medical certificates. (14CFR § 61.23)
- Comply with any statement of functional, operational, and/or time limitation issued as a condition of certification. (14CFR § 67.401)
- Comply with the standards relating to prohibitions on operation during medical deficiency. (14CFR §§ 61.53, 63.19, and 65.49)

For International Operations Only: Some holders may be affected by certain international medical standards. Consult the U.S. Aeronautical Information Publication for U.S. differences with ICAO Annex 1 medical standards.

Old Here.

We the People

Of the United States,

*in Order to form a more perfect Union,
establish Justice, insure domestic Tranquility,
provide for its common defence,
promote the general Welfare, and secure
the Blessings of Liberty to ourselves and
our Posterity, do ordain and establish this
Constitution for the United States of America.*



SIGNATURE OF BEARER / SIGNATURE DU TITULAIRE / FIRMA DEL TITULAR

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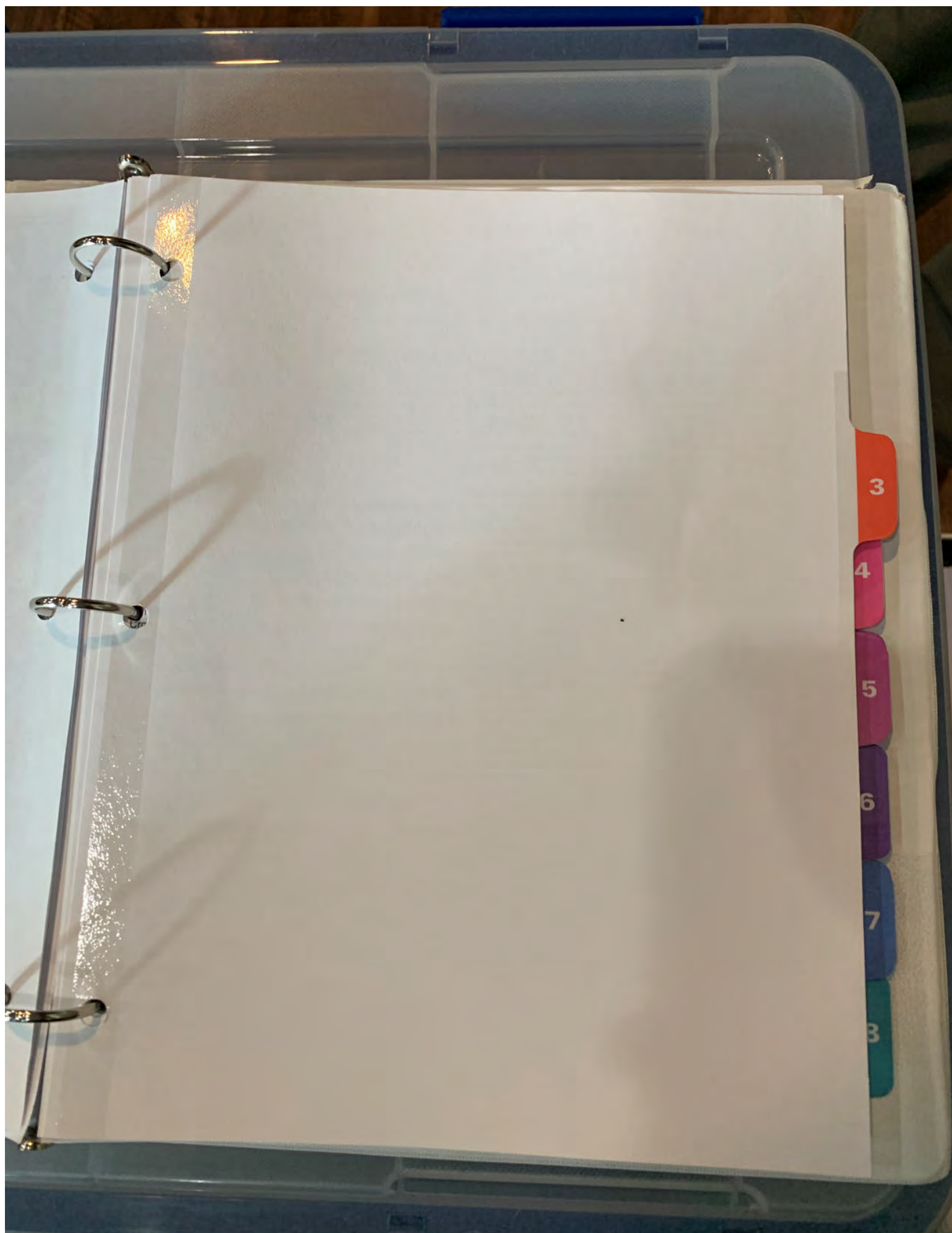
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Flight Training Summary

Douglas James Grande
Aeromedevac (0000007989)
Tucson

Course: Learjet Series (LR-JET) 135 Recurrent

Start Date: 06Jul21

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

Certificates & Licenses: Type
ATP

Number

Issuing Country
UNITED STATES

		TOTALS			TOTALS
Left Seat:	PF	6.00	TAKEOFFS:	DAY	0
	PM	0.00		NIGHT	6
Right Seat:	PF	0.00	LANDINGS:	DAY	0
	PM	8.00		NIGHT	6
	Instrument	4.50	APPROACHES:	Precision/3D	7
				Non-Precision/2D	4
				EFVS	0
			HOLDS:		1

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

Rejected Takeoff

Departure Procedure

Normal Climb

Crosswind Takeoff

Instrument Takeoff

RVR: 600'

Powerplant Failure at V1

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)

High Speed Handling Characteristics

Normal Descent

Specific Flight Characteristics--Dutch Roll

Specific Flight Characteristics--Overspeed Recovery

INSTRUMENT PROCEDURES

Standard Terminal Arrival/FMS Procedures

Holding

Precision Approach, All Engines Operating

RVR: N/A

PA: ILS/DME

Flown: Autopilot Coupled

MA: N/A

Transition: Vectors

Instrumentation: Failed Down Instrumentation

INSTRUMENT PROCEDURES (Continued)

Precision Approach, All Engines Operating

RVR: N/A

PA: ILS/DME

Flown: Manual Flight Director Assist

MA: N/A

Transition: Vectors

Instrumentation: Full Instrumentation

Precision Approach, All Engines Operating

RVR: N/A

PA: ILS

Flown: Autopilot Coupled

MA: N/A

Transition: Vectors

Instrumentation: Full Instrumentation

Precision Approach, All Engines Operating

RVR: 1800'

PA: ILS/DME

Flown: Autopilot Coupled

MA: Published

Transition: Vectors

Instrumentation: Full Instrumentation

Nonprecision Approach 1

NPA: RNAV (GPS) LNAV

Flown: Manual Flight Director Assist

Engine: All Engines Operating

MA: N/A

Transition: Vectors

Instrumentation: Full Instrumentation

Missed Approach From a Precision Approach

Precision Approach, One Engine Inoperative

RVR: 1800'

PA: ILS/DME

Flown: Manual Flight Director Assist

MA: N/A

Transition: Vectors

Instrumentation: Full Instrumentation

CLIENT: Douglas James Grande

Page 2 of 2

INSTRUMENT PROCEDURES (Continued)

Precision Approach, One Engine Inoperative

RVR: 1800'

PA: ILS/DME

Flown: Manual Flight Director Assist

MA: Vector

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: Procedure Turn

Instrumentation: Full Instrumentation

Nonprecision Approach 2

NPA: LOC

Flown: Autopilot Coupled

Engine: All Engines Operating

MA: N/A

Transition: Procedure Turn

Instrumentation: Full Instrumentation

Nonprecision Approach 2

NPA: LOC/DME

Flown: Manual Flight Director Assist

Engine: All Engines Operating

MA: Vector

Transition: Vectors

Instrumentation: Failed Down Instrumentation

Missed Approach with a Powerplant Failure

Missed Approach from a Nonprecision Approach

Circling Approach

Visual Approach

LANDINGS AND APPROACHES TO LANDINGS

Normal Landing

Landing from a Precision Approach

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

Landing with Pitch Mistrim

NORMAL/ABNORMAL PROCEDURES

Fuel and Oil System

Fire Detection and Extinguishing Systems

Navigation and Avionics Systems/Airborne Weather Radar

AFCS/Autopilot, EFIS and Related Subsystems

Communications Equipment

Stall Warning Devices

Powerplant

Electrical System

Aircraft and Personal Emergency Equipment

Hydraulic System

Environmental/Air Conditioning System

Pneumatic/Pressurization System

Flight Control System

Anti-ice and Deice Systems

EMERGENCY PROCEDURES

Emergency Evacuation

Emergency Descent (Maximum Rate)

Wing Fire and Smoke Removal

Rapid Decompression

EMERGENCY PROCEDURES (Continued)

Airframe Icing

Electrical, Hydraulic, Pneumatic Systems

Flight Control Systems Malfunction

Landing Gear and Flap System Malfunction

POST FLIGHT PROCEDURES

After Landing Procedures

Parking and Securing

Shutdown Procedures (Opt)

RECORD OF TRAINING / CHECKING

Douglas James Grande
Aeromedevac

during the period July 06, 2021 through July 10, 2021 has completed

AEROMEDEVAC INC's

Learjet Series (LR-JET) Recurrent Pilot Course

Model: *Learjet 31 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	CRM / ADM / Risk Management
Pressurization	Thrust Reversers	Systems Integration
Flight Controls	Systems Review, Examination and Critique	

Ground Training Hours: 15.25

Briefing/Debriefing Hours: 6.00

Flight Training Curriculum

Flight Simulator:	Pilot Flying	6.00
	Pilot Monitoring	8.00
	Total Hours:	14.00

Qualification Curriculum

Written/Oral Examination	1.00	Flight Simulator: Pilot Flying	2.20
Briefing/Debriefing	1.00	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)[✓]

Tucson Learning Center

16Jul21
Date

RECORD OF TRAINING
Douglas James Grande
Aeromedevac
on July 10, 2021 has completed
AEROMEDEVAC INC's
LR31 to LR55, Initial Diff Course

Ground Training Curriculum

Aircraft General
Electrical
Fuel
Powerplant
Pneumatics
Ice and Rain Protection

Air Conditioning
Flight Controls
Performance/Weight and Balance
Avionics/Communications
Lighting
Master Warning

Hydraulics
Oxygen
Landing Gear and Brakes
Pressurization
Fire Protection
Thrust Reversers

Ground Training Hours: 3.00



Tucson Learning Center

15Jul21
Date

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

117053065-000

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AEROMEDEVAC
INC

FLIGHT SAFETY

· I N T E R N A T I O N A L ·

Certifies that

Douglas James Grande

has satisfactorily completed a course of

LR31 to LR55, Initial Diff

Conferred on **10th day of July, 2021**



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

FlightSafety.
international

Tucson Learning Center

RECORD OF TRAINING

Douglas James Grande
Aeromedevac
on July 11, 2021 has completed
AEROMEDEVAC INC's
LR31 to LR35, Initial Diff Course

Ground Training Curriculum

Aircraft General
Electrical
Fuel
Powerplant
Pneumatics
Ice and Rain Protection

Air Conditioning
Flight Controls
Performance/Weight and Balance
Avionics/Communications
Lighting
Master Warning

Hydraulics
Oxygen
Landing Gear and Brakes
Pressurization
Fire Protection
Thrust Reversers

Ground Training Hours: 3.00



Tucson Learning Center

15Jul21
Date

FLIGHT SAFETY

· I N T E R N A T I O N A L ·

Certifies that

Douglas James Grande

has satisfactorily completed a course of

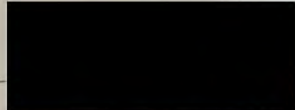
LR31 to LR35, Initial Diff

Conferred on 11th day of July, 2021



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

FlightSafety.
international


Tucson Learning Center

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RECORD OF TRAINING

Douglas James Grande
Aeromedevac
on December 04, 2020 has completed
AEROMEDEVAC INC's
LR35 to LR55, Initial Diff Course

Ground Training Curriculum

Aircraft General
Electrical
Fuel
Powerplant
Pneumatics
Ice and Rain Protection

Air Conditioning
Flight Controls
Performance/Weight and Balance
Avionics/Communications
Lighting
Master Warning

Hydraulics
Oxygen
Landing Gear and Brakes
Pressurization
Fire Protection
Thrust Reversers

Ground Training Hours: 3.00



Tucson Learning Center

07Dec20
Date

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

113434859-000

Flight Training Summary

Douglas James Grande
Aeromedevac (0000007989)
Tucson

Course: Learjet Series (LR-JET) 135 Upgrade

Start Date: 08Jun20

Objectives: 135.247(a)(2); 135.293(a)(2); 135.293(a)(3); 135.293(b); 135.297; 61.157 (ATP); 61.157 (Type Rating)

Certificates & Licenses: Type Number Issuing Country
Commercial [REDACTED] UNITED STATES

		TOTALS			TOTALS
Left Seat:	PF	10.00	TAKEOFFS:	DAY	0
	PM	0.00		NIGHT	15
Right Seat:	PF	0.00	LANDINGS:	DAY	0
	PM	10.00		NIGHT	12
	Instrument	7.50	APPROACHES:	Precision	9
				Non-Precision	7
				EFVS	0
			HOLDS:		5

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
Rejected Takeoff
Departure Procedure
Normal Climb
Crosswind Takeoff
Instrument Takeoff
RVR: 600'

Powerplant Failure at V1
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)
High Speed Handling Characteristics
Normal Descent
Specific Flight Characteristics--Dutch Roll
Specific Flight Characteristics--Overspeed Recovery

INSTRUMENT PROCEDURES

Standard Terminal Arrival/FMS Procedures
Holding
Precision Approach, All Engines Operating
RVR: N/A
PA: ILS
Flown: Autopilot Coupled
MA: Vector
Transition: Vectors
Instrumentation: Full Instrumentation

INSTRUMENT PROCEDURES (Continued)

Precision Approach, All Engines Operating
RVR: 1800'

PA: ILS/DME
Flown: Manual Flight Director Assist
MA: Published
Transition: TAA
Instrumentation: Full Instrumentation

Precision Approach, All Engines Operating

RVR: 1800'
PA: ILS/DME
Flown: Autopilot Coupled
MA: N/A
Transition: Vectors
Instrumentation: Full Instrumentation

Nonprecision Approach 1

NPA: VOR/DME
Flown: Manual Flight Director Assist
Engine: All Engines Operating
MA: Vector
Transition: Vectors
Instrumentation: Failed Down Instrumentation

Nonprecision Approach 1

NPA: LOC
Flown: Autopilot Coupled
Engine: All Engines Operating
MA: N/A
Transition: Procedure Turn
Instrumentation: Failed Down Instrumentation

Nonprecision Approach 1

NPA: LOC
Flown: Autopilot Coupled
Engine: All Engines Operating
MA: N/A
Transition: Procedure Turn
Instrumentation: Full Instrumentation

CLIENT: Douglas James Grande

Page 2 of 3

INSTRUMENT PROCEDURES (Continued)

Nonprecision Approach 1

NPA: LOC/BC

Flown: Autopilot Coupled

Engine: All Engines Operating

MA: N/A

Transition: Vectors

Instrumentation: Full Instrumentation

Missed Approach From a Precision Approach

Precision Approach, One Engine Inoperative

RVR: 2400'

PA: ILS/DME

Flown: Manual Flight Director Assist

MA: N/A

Transition: Vectors

Instrumentation: Full Instrumentation

Precision Approach, One Engine Inoperative

RVR: 1800'

PA: ILS/DME

Flown: Manual Flight Director Assist

MA: Published

Transition: Procedure Turn

Instrumentation: Full Instrumentation

Precision Approach, One Engine Inoperative

RVR: 1800'

PA: ILS/DME

Flown: Manual Flight Director Assist

MA: Published

Transition: Vectors

Instrumentation: Failed Down Instrumentation

Precision Approach, One Engine Inoperative

RVR: 1800'

PA: ILS/DME

Flown: Manual Flight Director Assist

MA: Published

Transition: Vectors

Instrumentation: Full Instrumentation

Precision Approach, One Engine Inoperative

RVR: 1800'

PA: ILS/DME

Flown: Autopilot Coupled

MA: N/A

Transition: Vectors

Instrumentation: Failed Down Instrumentation

Nonprecision Approach 2

NPA: RNAV (GPS) LNAV/VNAV

Flown: Autopilot Coupled

Engine: All Engines Operating

MA: Vector

Transition: TAA

Instrumentation: Full Instrumentation

Nonprecision Approach 2

NPA: RNAV (GPS) LNAV

Flown: Manual Flight Director Assist

Engine: All Engines Operating

MA: Vector

Transition: TAA

Instrumentation: Full Instrumentation

Missed Approach with a Powerplant Failure

Missed Approach from a Nonprecision Approach

Circling Approach

Visual Approach

LANDINGS AND APPROACHES TO LANDINGS

Normal Landing

Landing from a Precision Approach

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

Landing with Pitch Mistrim

NORMAL/ABNORMAL PROCEDURES

Fuel and Oil System (Normal)

Fuel and Oil System (Abnormal)

Fire Detection and Extinguishing Systems (Normal)

Fire Detection and Extinguishing Systems (Abnormal)

Navigation and Avionics Systems/Airborne Weather Radar (Normal)

Navigation and Avionics Systems/Airborne Weather Radar (Abnormal)

AFCs/Autopilot, EFIS and Related Subsystems (Normal)

AFCs/Autopilot, EFIS and Related Subsystems (Abnormal)

Communications Equipment (Normal)

Communications Equipment (Abnormal)

Stall Warning Devices (Normal)

Stall Warning Devices (Abnormal)

Powerplant (Normal)

Powerplant (Abnormal)

Electrical System (Normal)

Electrical System (Abnormal)

Aircraft and Personal Emergency Equipment

Hydraulic System (Normal)

Hydraulic System (Abnormal)

Environmental/Air Conditioning System (Normal)

Environmental/Air Conditioning System (Abnormal)

Pneumatic/Pressurization System (Normal)

Pneumatic/Pressurization System (Abnormal)

Flight Control System (Normal)

Flight Control System (Abnormal)

Anti-ice and Deice Systems (Normal)

Anti-ice and Deice Systems (Abnormal)

EMERGENCY PROCEDURES

Emergency Evacuation

Emergency Descent (Maximum Rate)

Inflight Fire and Smoke Removal

Rapid Decompression

Airframe Icing

Electrical, Hydraulic, Pneumatic Systems

Flight Control Systems Malfunction

Landing Gear and Flap System Malfunction

POST FLIGHT PROCEDURES

After Landing Procedures

Parking and Securing

Shutdown Procedures (Opt)

SPECIAL EMPHASIS AREAS - PTS

Positive Aircraft Control (Opt)

Procedures for Positive Exchange of Flight Controls (Opt)

Stall/Spin Awareness (Opt)

Special Use Airspace and Other Airspace Areas (Opt)

Collision Avoidance Procedures (Opt)

Wake Turbulence & Low Level Wind Shear Avoidance Procedures (Opt)

Rwy Incursion Avoidance, Cockpit Discipline During

Taxi/Hotspots/NOTAMS (Opt)

CLIENT: Douglas James Grande

Page 3 of 3

SPECIAL EMPHASIS AREAS - PTS (Continued)

Land and Hold Short Operations (LAHSO) (Opt)
Controlled Flight Into Terrain (CFIT) (Opt)
Aeronautical Decision Making (ADM)/Risk Management (Opt)
Crew/Single-Pilot Resource Mgmt (CRM/SRM) to include Automation
Mgmt (Opt)
Recognition of Wing Contamination to Icing (Opt)
Adverse Effects of Wing Contamination (Opt)
Icing Procedures as Published in AFM (Opt)
Traffic Awareness, "See and Avoid" Concept (Opt)

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RECORD OF TRAINING / CHECKING

Douglas James Grande
AeromeDEVAC

during the period June 08, 2020 through June 13, 2020 has completed

AEROMEDEVAC INC's
Learjet Series (LR-JET) Prior Experience Course
Model: *Learjet 31 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	CRM / ADM / Risk Management
Pressurization	Thrust Reversers	Systems Integration
Flight Controls	Systems Review, Examination and Critique	

Ground Training Hours: 16.00
Briefing/Debriefing Hours: 8.00

Flight Training Curriculum

Flight Simulator:	Pilot Flying	10.00
	Pilot Monitoring	10.00
	Total Hours:	20.00

Qualification Curriculum

Written/Oral Examination	3.00	Flight Simulator: Pilot Flying	2.50
Briefing/Debriefing	1.00	Pilot Monitoring	0.00
		Aircraft: Pilot Flying	0.00
		Pilot Monitoring	0.00

SOE Limits Apply: 25 hours[✓]
FAR 61 Test/Checks: 61.157 (ATP)[✓] 61.157 (Type Rating)[✓]
FAR 135 Test/Checks: 135.293(a)(2)[✓] 135.293(a)(3)[✓] 135.293(b)[✓] 135.297[✓]
FAR 135 Recent Experience: 135.247(a)(2)[✓]

Tucson Learning Center

26 Jun 20
Date

FLIGHT SAFETY · INTERNATIONAL ·

Certifies that

Douglas James Grande

has satisfactorily completed a course of

Learjet Series (LR-JET) Prior Experience

Conferred on 13th day of June, 2020



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

FlightSafety.
international

Tucson Learning Center

RECORD OF TRAINING

Douglas James Grande
Aeromedevac
on June 13, 2020 has completed
AEROMEDEVAC INC's
LR31 to LR35, Recurrent Diff 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



Tucson Learning Center

22Jun20
Date

FLIGHTSAFETY · INTERNATIONAL ·

Certifies that

Douglas James Grande

has satisfactorily completed a course of

LR31 to LR35, Recurrent Diff

Conferred on 13th day of June, 2020



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is a well-trained pilot.*

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FLIGHT SAFETY · I N T E R N A T I O N A L ·

Certifies that

Douglas James Grande

has satisfactorily completed a course of

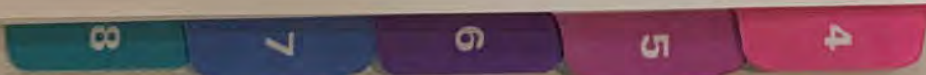
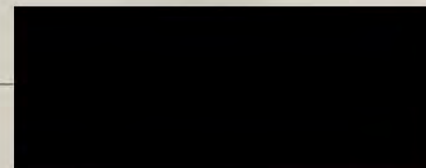
LR31 to LR35, Recurrent Diff

Conferred on **13th day of June, 2020**



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

FlightSafety.
international



RECORD OF TRAINING
Douglas James Grande
Aeromedevac
on June 18, 2019 has completed
Aeromedevac's
LR35 to LR31, Initial Diff Course

Ground Training Curriculum

Aircraft General
Electrical
Fuel
Powerplant
Pneumatics
Ice and Rain Protection

Air Conditioning
Flight Controls
Performance/Weight and Balance
Avionics/Communications
Lighting
Master Warning

Hydraulics
Oxygen
Landing Gear and Brakes
Pressurization
Fire Protection
Thrust Reversers

Ground Training Hours: 3.00




Tucson Learning Center

27 Jun 19
Date

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

103798301-000

FLIGHT SAFETY

• I N T E R N A T I O N A L •

Certifies that

Douglas James Grande

has satisfactorily completed a course of

LR35 to LR31, Initial Diff

Conferred on 18th day of June, 2019



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

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Tucson Learning Center

Flight Training Summary

Douglas James Grande
Aeromedevac
Tucson

Course: Learjet Series (LR-JET) 135 Initial/Transition

Start Date: 03Jun19

Objectives: 135.293(a)(2); 135.293(a)(3); 135.293(b); 61.55(e)

Certificates & Licenses: Type

Number

Issuing Country

Commercial

2759619

UNITED STATES

		TOTALS			TOTALS
Left Seat:	PF	0.00	TAKEOFFS:	DAY	2
	PM	12.00		NIGHT	16
Right Seat:	PF	12.00	LANDINGS:	DAY	2
	PM	0.00		NIGHT	11
	Instrument	6.70	APPROACHES:	Precision	9
				Non-Precision	5
			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

Departure Procedure

Normal Climb

Crosswind Takeoff

Instrument Takeoff

RVR: 1600'

Instrument Takeoff

RVR: 600'

Instrument Takeoff

RVR: 1800'

Instrument Takeoff

RVR: 2400'

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

Recovery From Unusual Attitudes

Power Off Stall Demonstration (AC 120-109)

High Speed Handling Characteristics

Normal Descent

Powerplant Failure (Including Shutdown and Restart)

Specific Flight Characteristics--Dutch Roll

Specific Flight Characteristics--Overspeed Recovery

Stick Pusher Demonstration (AC 120-109A)

INSTRUMENT PROCEDURES

Standard Terminal Arrival/FMS Procedures

Holding

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: N/A

PA: ILS

Flown: Manual Flight Director Assist

MA: N/A

Transition: Vectors

Instrumentation: Full Instrumentation

Precision Approach, All Engines Operating

RVR: 4000'

PA: ILS

Flown: Autopilot Coupled

MA: Vector

Transition: Vectors

Instrumentation: Full Instrumentation

Precision Approach, All Engines Operating

RVR: 4000'

PA: ILS

Flown: Manual Flight Director Assist

MA: N/A

Transition: Vectors

Instrumentation: Failed Down Instrumentation

Precision Approach, All Engines Operating

RVR: 4000'

PA: ILS/DME

Flown: Autopilot Coupled

MA: N/A

Transition: Vectors

Instrumentation: Full Instrumentation

CLIENT: Douglas James Grande

CERTIFICATE NUMBER: [REDACTED]

Page 2 of 3

INSTRUMENT PROCEDURES (Continued)

Precision Approach, All Engines Operating

RVR: 1800'

PA: ILS/DME

Flown: Autopilot Coupled

MA: N/A

Transition: Vectors

Instrumentation: Full Instrumentation

Missed Approach From a Precision Approach

Nonprecision Approach 1

NPA: RNAV (GPS) LNAV

Flown: Manual Flight Director Assist

Engine: OEI/50% Power

MA: N/A

Transition: Procedure Turn

Instrumentation: Full Instrumentation

Nonprecision Approach 1

NPA: LOC/BC

Flown: Autopilot Coupled

Engine: All Engines Operating

MA: N/A

Transition: Procedure Turn

Instrumentation: Full Instrumentation

Nonprecision Approach 1

NPA: LOC

Flown: Autopilot Coupled

Engine: All Engines Operating

MA: N/A

Transition: Vectors

Instrumentation: Full Instrumentation

Nonprecision Approach 1

NPA: RNAV (GPS) LNAV/VNAV

Flown: Manual Flight Director Assist

Engine: All Engines Operating

MA: N/A

Transition: Procedure Turn

Instrumentation: Failed Down Instrumentation

Missed Approach from a Nonprecision Approach

Precision Approach, One Engine Inoperative

RVR: 1800'

PA: ILS/DME

Flown: Autopilot Coupled

MA: N/A

Transition: Vectors

Instrumentation: Full Instrumentation

Precision Approach, One Engine Inoperative

RVR: 1800'

PA: ILS

Flown: Autopilot Coupled

MA: N/A

Transition: Vectors

Instrumentation: Full Instrumentation

Precision Approach, One Engine Inoperative

RVR: N/A

PA: ILS/DME

Flown: Manual Flight Director Assist

MA: Published

Transition: Vectors

Instrumentation: Full Instrumentation

Missed Approach with a Powerplant Failure

INSTRUMENT PROCEDURES (Continued)

Nonprecision Approach 2

NPA: RNAV (GPS) LNAV/VNAV

Flown: Manual Flight Director Assist

Engine: All Engines Operating

MA: Vector

Transition: Procedure Turn

Instrumentation: Full Instrumentation

Circling Approach

Visual Approach

LANDINGS AND APPROACHES TO LANDINGS

Normal Landing

Landing from a Precision Approach

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

Landing with Pitch Mismatch

NORMAL/ABNORMAL PROCEDURES

Stall Warning Devices (Normal)

Stall Warning Devices (Abnormal)

Powerplant (Normal)

Powerplant (Abnormal)

Fuel and Oil System (Normal)

Fuel and Oil System (Abnormal)

Electrical System (Normal)

Electrical System (Abnormal)

Fire Detection and Extinguishing Systems (Normal)

Fire Detection and Extinguishing Systems (Abnormal)

Aircraft and Personal Emergency Equipment

Hydraulic System (Normal)

Hydraulic System (Abnormal)

Navigation and Avionics Systems/Airborne Weather Radar (Normal)

Navigation and Avionics Systems/Airborne Weather Radar (Abnormal)

AFCS/Autopilot, EFIS and Related Subsystems (Normal)

AFCS/Autopilot, EFIS and Related Subsystems (Abnormal)

Anti-ice and Deice Systems (Normal)

Anti-ice and Deice Systems (Abnormal)

Communications Equipment (Normal)

Communications Equipment (Abnormal)

Environmental/Air Conditioning System (Normal)

Environmental/Air Conditioning System (Abnormal)

Pneumatic/Pressurization System (Normal)

Pneumatic/Pressurization System (Abnormal)

Flight Control System (Normal)

Flight Control System (Abnormal)

EMERGENCY PROCEDURES

Fuel Jettison (Opt)

Inflight Fire and Smoke Removal

Emergency Evacuation

Airframe Icing

Electrical, Hydraulic, Pneumatic Systems

Emergency Descent (Maximum Rate)

Rapid Decompression

Flight Control Systems Malfunction

Landing Gear and Flap System Malfunction

POST FLIGHT PROCEDURES

After Landing Procedures

Parking and Securing

CLIENT: Douglas James Grande

CERTIFICATE NUMBER: [REDACTED]

Page 3 of 3

SPECIAL EMPHASIS AREAS - PTS

- Positive Aircraft Control (Opt)
- Procedures for Positive Exchange of Flight Controls (Opt)
- Stall/Spin Awareness (Opt)
- Special Use Airspace and Other Airspace Areas (Opt)
- Collision Avoidance Procedures (Opt)
- Wake Turbulence & Low Level Wind Shear Avoidance Procedures (Opt)
- Rwy Incursion Avoidance, Cockpit Discipline During Taxi/Hotspots/NOTAMs (Opt)
- Land and Hold Short Operations (LAHSO) (Opt)
- Controlled Flight Into Terrain (CFIT) (Opt)
- Aeronautical Decision Making (ADM)/Risk Management (Opt)
- Crew/Single-Pilot Resource Mgmt (CRM/SRM) to include Automation Mgmt (Opt)
- Recognition of Wing Contamination to Icing (Opt)
- Adverse Effects of Wing Contamination (Opt)
- Icing Procedures as Published in AFM (Opt)
- Traffic Awareness, "See and Avoid" Concept (Opt)

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RECORD OF TRAINING / CHECKING

Douglas James Grande
Aeromedevac

during the period June 03, 2019 through June 17, 2019 has completed

AEROMEDEVAC INC's
Learjet Series (LR-JET) Initial New Hire A Course

Model: *Learjet 35/36 Series*

Ground Training Curriculum

Aircraft General
Powerplant
Electrical
Hydraulics
Fuel
Pneumatics
Air Conditioning
Pressurization
Flight Controls

Landing Gear and Brakes
Ice and Rain Protection
Avionics/Communications
Master Warning
Fire Protection
Oxygen
Lighting
Thrust Reversers
Systems Review, Examination and Critique

Weight & Balance
Performance
Flight Planning
Approved AFM/AOM
Windshear Training
Stall Recognition and Recovery
Procedures
CRM / ADM / Risk Management
Systems Integration

Ground Training Hours: 46.00
Briefing/Debriefing Hours: 9.50

Flight Training Curriculum

Flight Simulator: Pilot Flying 12.00
Pilot Monitoring 12.00
Total Hours: 24.00

Qualification Curriculum

Written/Oral Examination 2.00
Briefing/Debriefing 1.50

Flight Simulator: Pilot Flying 2.00
Pilot Monitoring 0.00
Aircraft: Pilot Flying 0.00
Pilot Monitoring 0.00

FAR 61 Endorsements: 61.55(e)[✓]
FAR 135 Test/Checks: 135.293(a)(2)[✓] 135.293(a)(3)[✓] 135.293(b)[✓]

600 RVR Trained

Remarks

The simulator used for training/checking may have been subject to the FlightSafety Part 60 Directive 2, Exemption #18132.
LR35 to LR31 Differences Completed
Trained as Second-in-Command
Learjet Type Rating Completed in Level C Simulator

Tucson Learning Center

27Jun19
Date

103797235-000

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

FLIGHT SAFETY

• INTERNATIONAL •

Certifies that

Douglas James Grande

has satisfactorily completed a course of

Learjet Series (LR-JET) Initial New Hire A

Conferred on 17th day of June, 2019



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is a well-trained pilot.*

FlightSafety.
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Tucson Learning Center

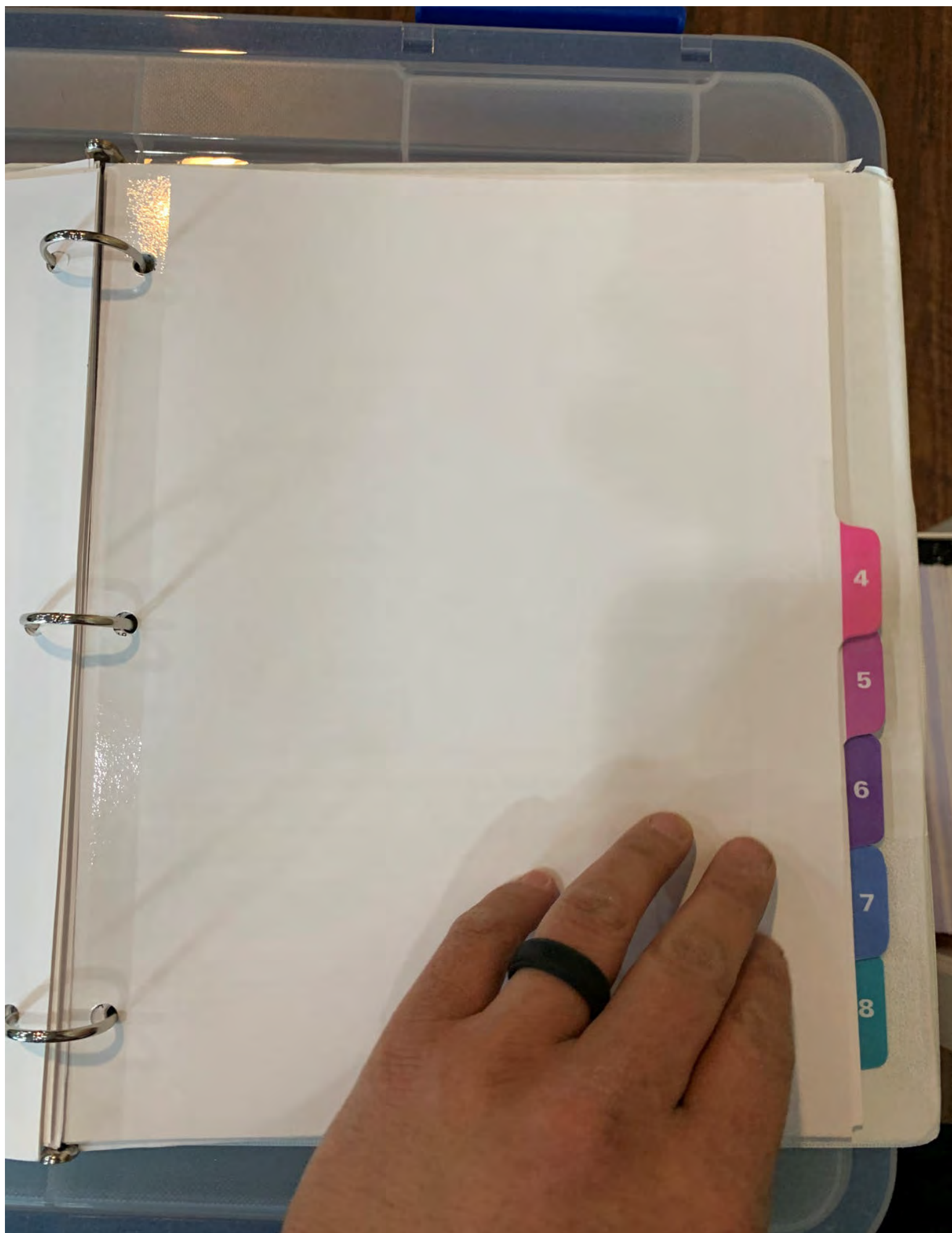
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AIRMAN COMPETENCY/PROFICIENCY SIMULATOR -- TEST/CHECK FORM Airplane Airman Certification Standards		UJFX071K TRAINING CENTER LOCATION: Tucson, AZ	
AIR CARRIER: Aeromedevac		AIR CARRIER CERTIFICATE NUMBER: F09A	
NAME OF AIRMAN (last, first, middle initial): Grande, Douglas		TYPE OF TEST/CHECK: PIC 135.297	
NOT CERTIFICATION INFORMATION: Grade: ATP Number: [REDACTED]		AIRCRAFT (Make/Model/Serial): LR-31A "Level D" FAA #456	
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 *	S
3. Preflight Assessment *	S	28. Landing from a Precision App 1800°RVR	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	S
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 *	S
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 600°RVR	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. N/A			
USE OF AUTOPILOT WITHOUT SIC - 135.297(g): N/A			
NAME OF EVALUATOR: SHAWN R. FLEMING		DATE & DURATION OF CHECK: Dec 9, 2021 2.7	FAA OBSERVATION (if appropriate):
SIC SIGNATURE: [REDACTED]		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)	May 15-22	[REDACTED]	
Instrument Proficiency - 135.297	May 15-22		
Use of Autopilot without SIC - 135.297(g)			
MEDICAL INFO - DOB:	Exam Date:	Class:	

AIRMAN COMPETENCY/PROFICIENCY CHECK FAR 135				LOCATION SEE	DATE OF CHECK 10.11.2021
NAME OF AIRMAN (last, first, middle initial) GRANDE, Douglas J.				TYPE OF CHECK FAR 135.293 ☒ FAR 135.297 ☐ FAR 135.299 ☒	
PILOT CERTIFICATION INFORMATION: Grade ATP Number [REDACTED]		MEDICAL INFORMATION: Date of Exam. 7.22.2021 Date of Birth [REDACTED] Class F105T			
EMPLOYED BY: FOGA AERO MEDICAL		BASED AT (City, State) El CAJON, CA.			
NAME OF CHECK AIRMAN RICHARD JONES		TYPE OF AIRPLANE (Make/Model) LEAR 31A Simulator/Training Device (Make/Model) [REDACTED]			
		FLIGHT TIME 19 N36BL			
FLIGHT MANEUVERS GRADE (S - Satisfactory U - Unsatisfactory)					
PILOT					
	Alr-craft	Simulator	Trng. Dev.		
PREFLIGHT					
1. Equipment Examination (Oral or Written)	S			HELICOPTER	
2. Preflight Inspection	S			1. Ground and/or Air Taxi	
3. Taxiing	S			2. Hovering Maneuvers	
4. Powerplant Checks	S			3. Normal and Crosswind T.O. & Landings	
TAKEOFFS				4. High Altitude Takeoffs & Landings	
5. Normal	S			5. Sim. Engine Failure	
6. Instrument	S			6. Confined Areas, Slopes, & Pinnacles	
7. Crosswind	S			7. Rapid Deceleration (Quick Stops)	
8. With Simulated Powerplant Failure	S			8. Autorotations (Single Engine)	
9. Rejected Takeoff	S			9. Hovering Autorotations (Single Engine)	
INFLIGHT MANEUVERS				10. Tail Rotor Failures (Oral)	
10. Steep Turns	S			11. Setting With Power (Oral or Flight)	
11. Approaches to Stalls	S			SEAPLANE OPERATIONS	
12. Specific Flight Characteristics	S			1. Taxiing, Sailing, Docking	
13. Powerplant Failure	S			2. Step Taxi & Turns	
LANDINGS				3. Glassy/Rough Water T.O. & Landings	
14. Normal	S			4. Normal Takeoff & Landings	
15. From an ILS	S			5. Crosswind T.O. & Landings	
16. Crosswind	S			OTHER	
17. With Simulated Powerplant(s) Failure	S			5. Ski Plane Ops. (when applicable)	
18. Rejected Landing	S			GENERAL	
19. From Circling Approach	S			7. Judgment	
EMERGENCIES				8. Crew Coordination	
20. Normal and Abnormal Procedures	S				
21. Emergency Procedures	S			AIRMAN COMPETENCY INFORMATION:	
INSTRUMENT PROCEDURES				Demonstrated Current Knowledge FAR 135.293(a)	
22. Area Departure	S			Make/Model Expires (12 months) (11) 2022	
23. Holding	S			Demonstrated Competency FAR 135.293(b)	
24. Area Arrival	S			Make/Model Expires (12 months) (14) 2022	
25. ILS Approaches	S			Satisfactorily Demonstrated Line Checks	
26. Other Instrument Approaches	S			FAR 135.299 (12 months) (11) 2022	
Approaches: NDB/ADF	S			Satisfactorily Demonstrated IFR Proficiency	
VOR	S			FAR 135.297 (6 months) ()	
ILS	S			Use of Autopilot (s) (Is not) Authorized.	
Other (Specify) VISUAL	S			Expires (12 months) ()	
27. Circling Approaches	S			REMARKS NEED BASE MONTH APPROX 1 MAY	
28. Missed Approaches	S			293 A(1)4-8	
29. Comm. / Nav. Procedures	S				
30. Use of Auto Pilot	S				
RESULT OF CHECK	☒ Approved ☐ Disapproved			CHECK AIRMAN'S PERFORMANCE (FAA Only) ☐ Satisfactory ☐ Unsatisfactory	
REGION Western Pacific	DISTRICT OFFICE San Diego FSDO			FAA INSPECTOR'S SIGNATURE	

AIRMAN COMPETENCY/PROFICIENCY SIMULATOR -- TEST/CHECK FORM Airplane Airman Certification Standards		UJFX071K TRAINING CENTER LOCATION: TUCSON, AZ	
AIR CARRIER: Aeromedevac		AIR CARRIER CERTIFICATE NUMBER: F09A	
NAME OF AIRMAN (last, first, middle initial): Grande, Douglas		TYPE OF TEST/CHECK: PIC 135.293(a)(2-3), (b)/135.297	
PILOT CERTIFICATION INFORMATION: Grade: ATP Number: [REDACTED]		AIRCRAFT (Make/Model/Series): LR-31A "Level D" FAA #458	
FLIGHT MANEUVERS GRADE (S=Satisfactory, U=Unsatisfactory, N/A=Not Applicable)			
Maneuver (* = SIC Requirement)		Maneuver (* = SIC Requirement)	
Grade		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 *	S
3. Preflight Assessment *	S	28. Landing from a Precision App 1800' RVR	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	S
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 *	S
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	SIC Competency checked.	
INSTRUMENT PROCEDURES			
20. Instrument Takeoff 800' RVR	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. N/A			
USE OF AUTOPILOT WITHOUT SIC - 135.297(g): N/A			
NAME OF EVALUATOR: E. Don Witt		DATE & DURATION OF CHECK: Jul 10, 2021 2.2	
SIGNATURE OF EVALUATOR: [REDACTED]		FAA OBSERVATION (if appropriate):	
		NAME & SIGNATURE OF FAA INSPECTOR:	
This Optional Section for Air Carrier Use Only			
PROFICIENCY/COMPETENCY DEMONSTRATED		Air Carrier Certifying Official	
Pilot Competency - 135.293(a)(2-3), (b)		Base Month-Next Due	
Instrument Proficiency - 135.297		[REDACTED]	
Use of Autopilot without SIC - 135.297(g)		[REDACTED]	
MEDICAL INFO - DOB:		Class:	
Exam Date:		[REDACTED]	

AIRMAN COMPETENCY/PROFICIENCY SIMULATOR -- TEST/CHECK FORM Airplane Airman Certification Standards		UJFX071K TRAINING CENTER LOCATION: TUCSON, AZ	
AIR CARRIER: Aeromedevac		AIR CARRIER CERTIFICATE NUMBER: F09A	
NAME OF AIRMAN (last, first, middle initial): Grande, Douglas		TYPE OF TEST/CHECK: PIC 135.297	
PILOT CERTIFICATION INFORMATION: Grade: ATP Number: [REDACTED]		Aircraft (Make/Model/Serial): LR-35 "Level C" FAA #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 *	S
3. Preflight Assessment *	S	28. Landing from a Precision App 1800' RVR	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	S
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 *	S
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	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 600' RVR	S		
21. Departure Procedures	S		
22. Arrival Procedures	S		
23. Nonprecision Approach *	S		
24. Nonprecision Approach (Manually Flown) Course Reversal	S		
DIFFERENCES: N/A			
FSB REQUIRED QUALIFICATION EVENTS: All FSB required qualification events were conducted within the maneuvers shown above.			
N/A			
USE OF AUTOPILOT WITHOUT SIC: N/A			
NAME OF EVALUATOR: [REDACTED]		DATE OF CHECK: December 3, 2020	FAA OBSERVATION (if appropriate): N/A
[REDACTED]		RESULT OF CHECK: Satisfactory	SIGNATURE OF FAA INSPECTOR: [REDACTED]
Optional Section for Air Carrier Use			
Proficiency/Competency Demonstrated	Base Month-Next Due	Certifying Official	
Pilot Competency - 135.293(a)(2-3), (b)	JUNE	[REDACTED]	
Instrument Proficiency - Part 135.297	JUNE	N/A	
Use of Autopilot without SIC - Part 135.297(g)			

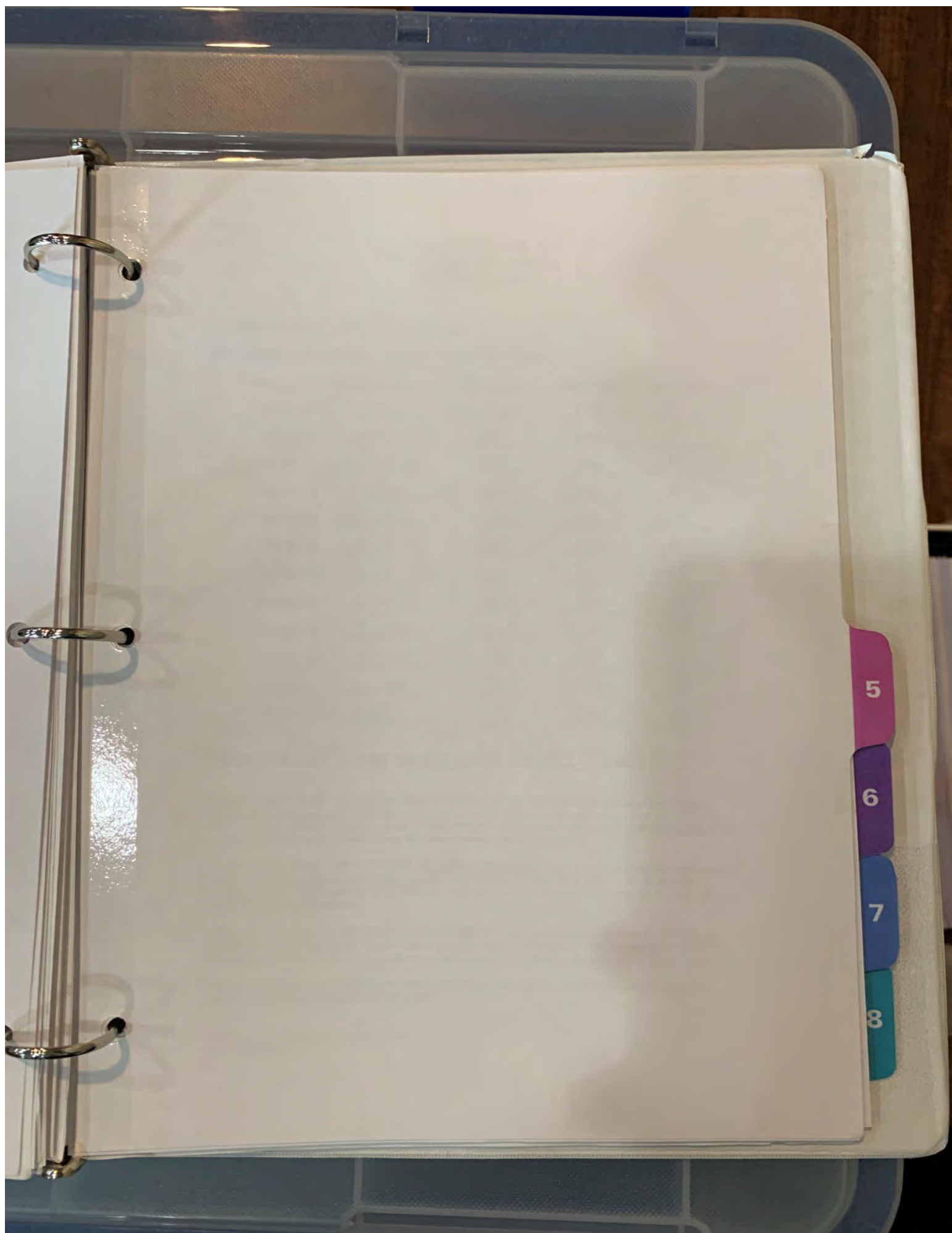
AIRMAN COMPETENCY/PROFICIENCY CHECK FAR 135				LOCATION SEE	DATE OF CHECK 11.5.2020
NAME OF AIRMAN (last, first, middle initial) GRANDE Douglas J.				TYPE OF CHECK FAR 135.293 ☒ FAR 135.297 ☐ FAR 135.299 ☒	
PILOT CERTIFICATION INFORMATION: Grade ATP		MEDICAL INFORMATION: Date of Exam. 7.8.2020		Date of Birth 9.16.1979 Class FIRST	
EMPLOYED BY: FOFA AEROMAC/LOC		TYPE OF AIRPLANE (Make/Model) C/CAID CH		Simulator/Training Device (Make/Model)	
NAME OF CHECK AIRMAN Richard Jones		FLIGHT TIME .7		N36BL	
FLIGHT MANEUVERS GRADE (S - Satisfactory U - Unsatisfactory)					
PILOT				Air-craft	
PREFLIGHT				HELIICOPTER	
1. Equipment Examination (Oral or Written)				S	
2. Preflight Inspection				S	
3. Taxiing				S	
4. Powerplant Checks				S	
TAKEOFFS				5. Sim. Engine Failure	
5. Normal				S	
6. Instrument				S	
7. Crosswind				S	
8. With Simulated Powerplant Failure				S	
9. Rejected Takeoff				S	
INFLIGHT MANEUVERS				11. Settling With Power (Oral or Flight)	
10. Steep Turns				S	
11. Approaches to Stalls				S	
12. Specific Flight Characteristics				S	
13. Powerplant Failure				S	
LANDINGS				14. Normal	
14. Normal				S	
15. From an ILS				S	
16. Crosswind				S	
17. With Simulated Powerplant(s) Failure				S	
18. Rejected Landing				S	
19. From Circling Approach				S	
EMERGENCIES				20. Normal and Abnormal Procedures	
21. Emergency Procedures				S	
INSTRUMENT PROCEDURES				22. Area Departure	
22. Area Departure				S	
23. Holding				S	
24. Area Arrival				S	
25. ILS Approaches				S	
26. Other Instrument Approaches				S	
Approaches: NDB/ADF				S	
VOR				S	
ILS				S	
Other (Specify)				S	
27. Circling Approaches				S	
28. Missed Approaches				S	
29. Comm. / Nav. Procedures				S	
30. Use of Auto Pilot				S	
RESULT OF CHECK ☒ Approved ☐ Disapproved				CHECK AIRMAN'S PERFORMANCE (FAA Only) ☐ Satisfactory ☐ Unsatisfactory	
REGION		DISTRICT OFFICE		FAA INSPECTOR'S SIGNATURE	

AIRMAN COMPETENCY / PROFICIENCY CHECK FAR 135				LOCATION TUCSON, AZ	DATE OF CHECK 06/13/2020
NAME OF AIRMAN (last, first, middle initial) Grande, Douglas				TYPE OF CHECK FAR 135.293 ☒ FAR 135.297 ☒ FAR 135.299 ☐	
PILOT CERTIFICATION INFORMATION:		GRADE Commercial NUMBER [REDACTED]		MEDICAL INFORMATION: Date of Exam. 02/18/2020 Date of Birth 16-Sep-79 Class FIRST	
EMPLOYED BY Aeromedavac		BASED AT (City, State) El Cajon, CA		TYPE AIRPLANE (Make/Model) Simulator/Training Device (Make/Model) FAA 8000 LR-11A "Land DP"	
NAME OF CHECK AIRMAN [REDACTED]		[REDACTED]		FLIGHT TIME 2.5	
FLIGHT MANEUVERS GRADE 1-Satisfactory U-Unsatisfactory W-Waived					
PILOT Seat Position: PIC				Cert # F09A	
				Air-craft	Simu-lator
				Trng Dev.	
PREFLIGHT				HELICOPTER	
1. Equipment Examination (Oral or written)				Ground and/or Air Taxi	
2. Preflight Inspection (Pictorial)				2. Hovering Maneuvers	
3. Taxiing				3. Normal & Crosswind T.O. & Landings	
4. Powerplant Checks				4. High Altitude Takeoffs & Landings	
TAKEOFFS				5. Sim. Engine Failure	
5. Normal				6. Confined Areas, Slopes, & Pinnacles	
6. Instrument 800 RVR				7. Rapid Deceleration (Quick Stops)	
7. Crosswind				8. Autorotations (Single Engine)	
8. With Simulated Powerplant(s) Failure				9. Hovering Autorotations (Single Engine)	
9. Rejected Takeoff				10. Tail Rotor Failures (Oral)	
INFLIGHT MANEUVERS				11. Settling With Power (Oral or Flight)	
10. Steep Turns				SEAPLANE OPERATION	
11. Approaches to Stalls				1. Taxiing, Sailing, Docking	
12. Specific Flight Characteristics				2. Step Taxi & Turns	
13. Powerplant Failure				3. Glassy/ Rough Water T.O./ Landings	
LANDINGS				4. Normal Takeoff & Landings	
14. Normal				5. Crosswind T.O. & Landings	
15. From an ILS 1800 RVR				OTHER	
16. Crosswind				6. Ctl Plane Ops. (when applicable)	
17. With Simulated Powerplant(s) Failure				GENERAL	
18. Rejected Landing				7. Judgment	
19. From a Circling Approach				8. Crew Coordination	
EMERGENCIES				Airman Competency Information:	
20. Normal and Abnormal Procedures				Demonstrated Current Knowledge FAR 135.293(a)	
21. Emergency Procedures				Make/Model Expires (12 months) (6-2021)	
INSTRUMENT PROCEDURES				Demonstrated Competency FAR 135.293(b)	
22. Area Departure				Make/Model Expires (12 months) (6-2021)	
23. Holding				Satisfactorily Demonstrated Line Checks	
24. Area Arrival				FAR 135.299 Expires (12 months) ()	
25. ILS Approaches (Normal/Coupled)				Satisfactorily Demonstrated IFR Proficiency	
26. Other Instrument Approaches:				FAR 135.297 Expires (6 months) (1-2021)	
LOC (GS OUT)				Use of Autopilot (xx) (is not) Authorized	
GPS				Expires (12 months) ()	
ILS (Single Engine)				REMARKS:	
Other (Specify)				Operator responsible for tracking and entering Airman's base months.	
27. Circling Approaches				135.293 (a)(2)(3) Only.	
28. Missed Approaches				Recovery from Unusual Attitudes completed.	
29. Comm/Nav. Procedures				Zero Flap or non-standard flap approach & landing completed.	
30. Use of Auto. Pilot				SIC competency demonstrated.	
Result of		☒ Approved ☐ Disapproved		CHECK AIRMAN'S PERFORMANCE (FAA Only)	
Check		DISTRICT OFFICE		☐ Satisfactory ☐ Unsatisfactory	
REGION		FAA INSPECTOR'S SIGNATURE			

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Other Instrument Approaches</td> <td></td> <td></td> <td></td> <td colspan="4">FAR 135.297 (6 months) ()</td> </tr> <tr> <td>Approaches: NDB/ADF</td> <td></td> <td></td> <td></td> <td colspan="4">Use of Autopilot (is) (is not) Authorized.</td> </tr> <tr> <td>VOR</td> <td></td> <td></td> <td></td> <td colspan="4">Expires (12 months) ()</td> </tr> <tr> <td>ILS</td> <td></td> <td></td> <td></td> <td colspan="4">REMARKS</td> </tr> <tr> <td>Other (Specify)</td> <td></td> <td></td> <td></td> <td colspan="4">BASE MONTH LATE GIVEN IN EARLY 293 1674-8</td> </tr> <tr> <td>27. Circling Approaches</td> <td></td> <td></td> <td></td> <td colspan="4">CHECK AIRMAN'S PERFORMANCE (FAA Only)</td> </tr> <tr> <td>28. Missed Approaches</td> <td></td> <td></td> <td></td> <td colspan="4">☐ Satisfactory ☐ Unsatisfactory</td> </tr> <tr> <td>29. Comm. / Nav. Procedures</td> <td></td> <td></td> <td></td> <td colspan="4">FAA INSPECTOR'S SIGNATURE</td> </tr> <tr> <td>30. 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11. Approaches to Stalls				1. Taxiing, Sailing, Docking																																																																																																																																																																																																																																																																																																																																															
12. Specific Flight Characteristics				2. Step Taxi & Turns																																																																																																																																																																																																																																																																																																																																															
13. Powerplant Failure				3. Glassy/Rough Water T.O. & Landings																																																																																																																																																																																																																																																																																																																																															
LANDINGS				4. Normal Takeoff & Landings																																																																																																																																																																																																																																																																																																																																															
14. Normal				5. Crosswind T.O. & Landings																																																																																																																																																																																																																																																																																																																																															
15. From an ILS				OTHER																																																																																																																																																																																																																																																																																																																																															
16. Crosswind				1. Ski Plane Ops. (when applicable)																																																																																																																																																																																																																																																																																																																																															
17. With Simulated Powerplant(s) Failure				GENERAL																																																																																																																																																																																																																																																																																																																																															
18. Rejected Landing				1. Judgment																																																																																																																																																																																																																																																																																																																																															
19. From Circling Approach				2. Crew Coordination																																																																																																																																																																																																																																																																																																																																															
EMERGENCIES				AIRMAN COMPETENCY INFORMATION:																																																																																																																																																																																																																																																																																																																																															
20. Normal and Abnormal Procedures				Demonstrated Current Knowledge FAR 135.293(a)																																																																																																																																																																																																																																																																																																																																															
21. Emergency Procedures				Make/Model Expires (12 months) ()																																																																																																																																																																																																																																																																																																																																															
INSTRUMENT PROCEDURES				Demonstrated Competency FAR 135.293(b)																																																																																																																																																																																																																																																																																																																																															
22. Area Departure				Make/Model Expires (12 months) ()																																																																																																																																																																																																																																																																																																																																															
23. Holding				Satisfactorily Demonstrated Line Checks																																																																																																																																																																																																																																																																																																																																															
24. Area Arrival				FAR 135.299 (12 months) ()																																																																																																																																																																																																																																																																																																																																															
25. ILS Approaches				Satisfactorily Demonstrated IFR Proficiency																																																																																																																																																																																																																																																																																																																																															
26. Other Instrument Approaches				FAR 135.297 (6 months) ()																																																																																																																																																																																																																																																																																																																																															
Approaches: NDB/ADF				Use of Autopilot (is) (is not) Authorized.																																																																																																																																																																																																																																																																																																																																															
VOR				Expires (12 months) ()																																																																																																																																																																																																																																																																																																																																															
ILS				REMARKS																																																																																																																																																																																																																																																																																																																																															
Other (Specify)				BASE MONTH LATE GIVEN IN EARLY 293 1674-8																																																																																																																																																																																																																																																																																																																																															
27. Circling Approaches				CHECK AIRMAN'S PERFORMANCE (FAA Only)																																																																																																																																																																																																																																																																																																																																															
28. Missed Approaches				☐ Satisfactory ☐ Unsatisfactory																																																																																																																																																																																																																																																																																																																																															
29. Comm. / Nav. Procedures				FAA INSPECTOR'S SIGNATURE																																																																																																																																																																																																																																																																																																																																															
30. Use of Auto Pilot				REGION Western Pacific FAA Form 8410-3 (6-81) DISTRICT OFFICE San Diego FSDO																																																																																																																																																																																																																																																																																																																																															
RESULT OF CHECK ☒ Approved ☐ Disapproved																																																																																																																																																																																																																																																																																																																																																			

AIRMAN COMPETENCY / PROFICIENCY CHECK FAR 135				LOCATION TUCSON, AZ		DATE OF CHECK 17 June 2019	
NAME OF AIRMAN (last, first, middle initial) GRANDE, DOUGLAS J.				TYPE OF CHECK FAR 135.293 ☒ FAR 135.297 ☐ FAR 135.299 ☐			
PILOT CERTIFICATION INFORMATION:		GRADE NUMBER COMMERCIAL		MEDICAL INFORMATION: Date of Exam. 21 Feb 2019			
EMPLOYED BY AEROMEDEVAC		BASED AT (City, State) EL CAJON, CA		Date of Birth 19 Sep 1979 Class FIRST			
NAME OF CHECK AIRMAN				TYPE AIRPLANE (Make/Model) Simulator/Training Device (Make/Model) LR-JET 35A #281		FLIGHT TIME SIMULATOR TIME 2.0	
FLIGHT MANEUVERS GRADE (S-Satisfactory U-Unsatisfactory W-Waived)							
PILOT				HELICOPTER			
SIC		Air-craft		Simu-lator		Trng Dev.	
PREFLIGHT				HELICOPTER			
1. Equipment Examination (Oral or written)				Ground and/or Air Taxi			
2. Preflight Inspection (Pictorial)				2. Hovering Maneuvers			
3. Taxiing				3. Normal & Crosswind T.O. & Landings			
4. Powerplant Checks				4. High Altitude Takeoffs & Landings			
TAKEOFFS				5. Sim. Engine Failure			
5. Normal				6. Confined Areas, Slopes, & Pinnacles			
6. Instrument 600 RVR				7. Rapid Deceleration (Quick Stops)			
7. Crosswind				8. Autorotations (Single Engine)			
8. With Simulated Powerplant(s) Failure				9. Hovering Autorotations (Single Engine)			
9. Rejected Takeoff				10. Tail Rotor Failures (Oral)			
INFLIGHT MANEUVERS				11. Settling With Power (Oral or Flight)			
10. Steep Turns				SEAPLANE OPERATIONS			
11. Approaches to Stalls				1. Taxiing, Sailing, Docking			
12. Specific Flight Characteristics				2. Step Taxi & Turns			
3. Powerplant Failure				3. Glassy/ Rough Water T.O./ Landings			
LANDINGS				4. Normal Takeoff & Landings			
14. Normal				5. Crosswind T.O. & Landings			
15. From an ILS 1800 RVR				OTHER			
16. Crosswind				6. Ski Plane Ops. (when applicable)			
17. With Simulated Powerplant(s) Failure				GENERAL			
18. Rejected Landing				7. Judgment			
19. From a Circling Approach				8. Crew Coordination			
EMERGENCIES				Airman Competency Information:			
20. Normal and Abnormal Procedures				Demonstrated Current Knowledge FAR 135.293(a)			
21. Emergency Procedures				Make/Model Expires LR 35 (12 months) (Jun 2020)			
INSTRUMENT PROCEDURES				Demonstrated Competency FAR 135.293(b)			
22. Area Departure				Make/Model Expires LR 35 (12 months) (Jun 2020)			
23. Holding				Satisfactorily Demonstrated Line Checks			
24. Area Arrival				FAR 135.299 Expires (12 months) ()			
25. ILS Approaches (Normal/ Coupled)				Satisfactorily Demonstrated IFR Proficiency			
26. Other Instrument Approaches:				FAR 135.297 Expires (6 months) ()			
Approaches: NDB/ADF				Use of Autopilot (xx) (is not) Authorized			
VOR 1LS				Expires (12 months) ()			
ILS (Single Engine)				REMARKS 135.293(a)(2-3) & (b).			
Other (Specify) GPS				Recovery from unusual attitudes complete			
27. Circling Approaches				Zero flap or non-standard flap approach & landing completed			
28. Missed Approaches							
29. Comm/Nav. Procedures							
30. Use of Auto. Pilot							
Result of Check		☒ Approved ☐ Disapproved		CHECK AIRMAN'S PERFORMANCE (FAA Only)		☐ Satisfactory ☐ Unsatisfactory	
REGION		DISTRICT OFFICE		FAA INSPECTOR'S SIGNATURE			

AIRMAN COMPETENCY/PROFICIENCY CHECK FAR 135				LOCATION KSPC	DATE OF CHECK 6.1.2019	
NAME OF AIRMAN (last, first, middle initial) GRANDE, Douglas J.				TYPE OF CHECK FAR 135.293 ☒ FAR 135.297 ☐ FAR 135.299 ☐		
PILOT CERTIFICATION INFORMATION: Grade COMMERCIAL Number [REDACTED]		MEDICAL INFORMATION: Date of Exam. 2.21.2019 Date of Birth [REDACTED] Class FIRST				
EMPLOYED BY: ROGA AEROMcdevac		BASED AT (City, State) El Cajon CA.				
TYPE OF AIRPLANE (Make/Model) [REDACTED]				Simulator/Training Device (Make/Model) [REDACTED]		
FLIGHT TIME [REDACTED]						
FLIGHT MANEUVERS GRADE (S - Satisfactory U - Unsatisfactory)						
PILOT				Air-craft	Simu-lator	Trng. Dev.
PREFLIGHT				HELICOPTER		
1. Equipment Examination (Oral or Written)				5		
2. Preflight Inspection						
3. Taxiing						
4. Powerplant Checks						
TAKEOFFS						
5. Normal						
6. Instrument						
7. Crosswind						
8. With Simulated Powerplant Failure						
9. Rejected Takeoff						
INFLIGHT MANEUVERS						
10. Steep Turns						
11. Approaches to Stalls						
12. Specific Flight Characteristics						
13. Powerplant Failure						
LANDINGS						
14. Normal						
15. From an ILS						
16. Crosswind						
17. With Simulated Powerplant(s) Failure						
18. Rejected Landing						
19. From Circling Approach						
EMERGENCIES						
20. Normal and Abnormal Procedures						
21. Emergency Procedures						
INSTRUMENT PROCEDURES						
22. Area Departure						
23. Holding						
24. Area Arrival						
25. ILS Approaches						
26. Other Instrument Approaches						
Approaches: NDB/ADF						
VOR						
ILS						
Other (Specify)						
27. Circling Approaches						
28. Missed Approaches						
29. Comm. / Nav. Procedures						
30. Use of Auto Pilot						
RESULT OF CHECK ☒ Approved ☐ Disapproved				CHECK AIRMAN'S PERFORMANCE (FAA Only) ☐ Satisfactory ☐ Unsatisfactory		
REGION Western Pacific		DISTRICT OFFICE San Diego FSDO		FAA INSPECTOR'S SIGNATURE		
REMARKS BASE MONTH - JUNE						



01/18/16

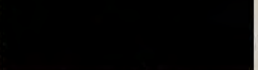
Revision: Original

AEROMEDEVAC, INC.
Individual Pilot Training Record
Recurrent Training

Full Name of Pilot: DOUG GRANDE

Basic Indoctrination Training (See Main Volume for modules)

Module	Completion Date	Test Score	Pilot Initials	Instr. Initials
INDOC 01	<u>5-24-21</u>	<u>34</u>		
INDOC 02	<u>5-24-21</u>	<u>Sat</u>		
INDOC 03	<u>5-24-21</u>	<u>Sat</u>		
INDOC 04	<u>5-24-21</u>	<u>Sat</u>		
INDOC 05	<u>5-24-21</u>	<u>Sat</u>		
INDOC 06	<u>5-24-21</u>	<u>Sat</u>		
INDOC 07	<u>5-24-21</u>	<u>Sat</u>		
INDOC 08	<u>5-24-21</u>	<u>Sat</u>		
INDOC 09	<u>5-24-21</u>	<u>Sat</u>		
INDOC 10	<u>5-24-21</u>	<u>Sat</u>		
INDOC 11	<u>5-24-21</u>	<u>Sat</u>		
INDOC 12	<u>5-24-21</u>	<u>Sat</u>		

Final test score SAT Instructor Signature  Date 5-24-21

Reminder: FAR 135.351 requires that recurrent ground training must contain instruction in the same subjects as in initial training. This does not mean, however, that each element of initial training must be covered at each recurrent, yearly ground training session. It does mean that pertinent subject areas must be covered often enough to ensure that the crewmembers remain competent.

To allow for sufficiently in-depth coverage, The training will focus on one third of the initial training program modules during each recurrent training session. This means that in a three year cycle, all the training modules will have been covered. The instructor will determine which modules should be covered during a given recurrent training session.

The above, however, does not apply to the Emergency Training curriculum segment. Emergency Situation Training modules will be completed every 12 months. Emergency Drill Training modules will be completed every 24 months. (When hands-on training is not completed, demonstration will be used).

Flight training must also be conducted yearly unless the crewmember has satisfactorily completed a 135.293 check within the previous 12 months.²

¹ FAA Order 8400.10, Page 3-344, Par. 605

² FAR 135.351(c).

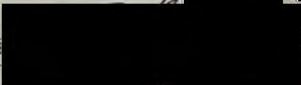
01/18/16
Revision: Original
Don Grande

AEROMEDEVAC, INC.
Individual Pilot Training Record
Recurrent Training

Special Training (See Main Volume for modules)

<u>Module</u>	<u>Completion Date</u>	<u>Test Score</u>	<u>Pilot initials</u>	<u>Instr. Initials</u>
SPCL 01	<u>5-24-21</u>	<u>Saf</u>		
SPCL 02	<u>5-24-21</u>	<u>Saf</u>		
SPCL 03	<u>5-24-21</u>	<u>Saf</u>		
SPCL 04	<u>5-24-21</u>	<u>Saf</u>		
SPCL 05	<u>5-24-21</u>	<u>Saf</u>		
SPCL 06	<u>5-24-21</u>	<u>Saf</u>		
SPCL 07	<u>5-24-21</u>	<u>Saf</u>		
SPCL 08	<u>5-24-21</u>	<u>Saf</u>		

Final test score Saf

Instructor Signature 

Date 5-24-21

Reminder: Modules SPCL 02, 06, 07, and 08 may not be applicable, depending on the flight crewmember's duty assignment.

01/18/16

Revision: Original

AEROMEDEVAC, INC.
Individual Pilot Training Record
Recurrent Training

Completion of the SECOND Year of a Three Year Cycle of Recurrent Training

I certify that Don Shuck has satisfactorily completed all the appropriate sections of Recurrent Training for the following airplane type: SR-31, 35, 35 and has achieved the proficiency and knowledge to act as a PC in accordance with all the applicable provisions of FAR Part 135.

5-24-21
Date

01/18/16
Revision: Original

AEROMEDEVAC, INC.
Individual Pilot Training Record
Recurrent Training



A test after completion of recurrent training is required by FAR 135.351. It contains three distinct test elements:

Part I:

FAR Parts 61, 91, and 135
Company Ops Specs
GOM

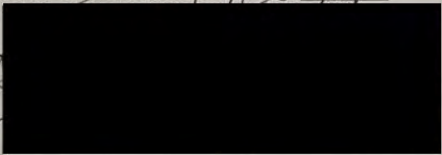
Part II:

Aircraft Systems
Operating Procedures
Weight and Balance
Performance Data

Part: III for Special or Unique Operations as applicable to the pilot's duty assignment.

Lower than Standard T/O Minimums
HAZMAT
Use of an Autopilot Instead of an SIC
Cold Weather Ops
CRM
Extended Over-Water Ops
Foreign Ops
Air Ambulance Ops

Final Test Score for all of Recurrent Training 94

Instructor Sign 

Date 5-24-21

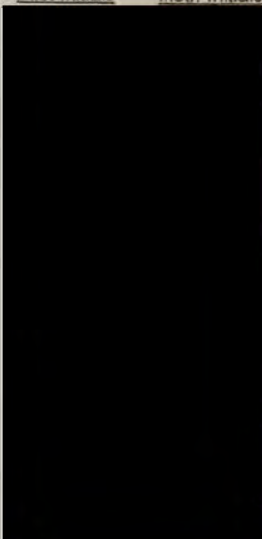
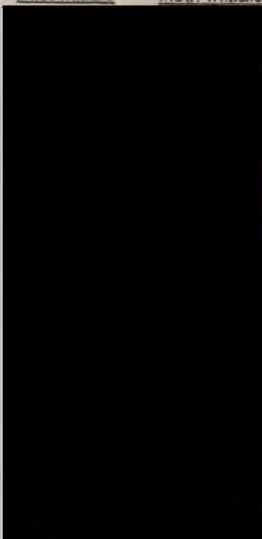
01/18/16

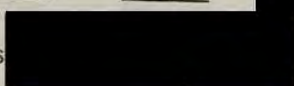
Revision: Original

AEROMEDEVAC, INC.
Individual Pilot Training Record
Recurrent Training

Full Name of Pilot: Douglas Grande

Basic Indoctrination Training (See Main Volume for modules)

Module	Completion Date	Test Score	Pilot Initials	Instr. Initials
INDOC 01	<u>5-20-20</u>	<u>Sgt</u>		
INDOC 02	<u>5-20-20</u>	<u>Sgt</u>		
INDOC 03	<u>5-20-20</u>	<u>Sgt</u>		
INDOC 04	<u>5-20-20</u>	<u>Sgt</u>		
INDOC 05	<u>5-20-20</u>	<u>Sgt</u>		
INDOC 06	<u>5-20-20</u>	<u>Sgt</u>		
INDOC 07	<u>5-20-20</u>	<u>Sgt</u>		
INDOC 08	<u>5-20-20</u>	<u>Sgt</u>		
INDOC 09	<u>5-20-20</u>	<u>Sgt</u>		
INDOC 10	<u>5-20-20</u>	<u>Sgt</u>		
INDOC 11	<u>5-20-20</u>	<u>Sgt</u>		
INDOC 12	<u>5-20-20</u>	<u>Sgt</u>		

Final test score Sgt Instructor S  Date 5-24-20

Reminder: FAR 135.351 requires that recurrent ground training must contain instruction in the same subjects as in initial training. This does not mean, however, that each element of initial training must be covered at each recurrent, yearly ground training session. It does mean that pertinent subject areas must be covered often enough to ensure that the crewmembers remain competent.

To allow for sufficiently in-depth coverage, The training will focus on one third of the initial training program modules during each recurrent training session. This means that in a three year cycle, all the training modules will have been covered.¹ The instructor will determine which modules should be covered during a given recurrent training session.

The above, however, does not apply to the Emergency Training curriculum segment. Emergency Situation Training modules will be completed every 12 months. Emergency Drill Training modules will be completed every 24 months. (When hands-on training is not completed, demonstration will be used).

Flight training must also be conducted yearly unless the crewmember has satisfactorily completed a 135.293 check within the previous 12 months.²

¹ FAA Order 8400.10, Page 3-344, Par. 605

² FAR 135.351(c).

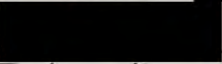
01/18/16

Revision: Original

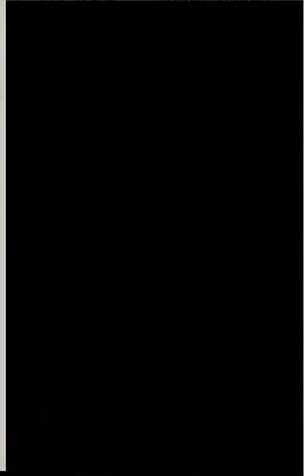
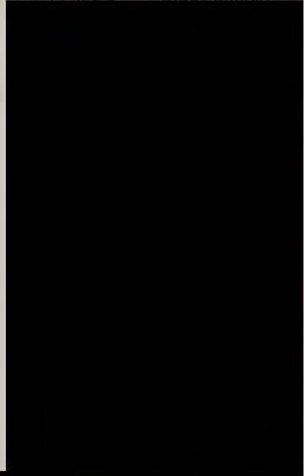
AEROMEDEVAC, INC.
Individual Pilot Training Record
Recurrent Training

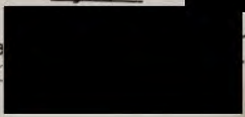
Emergency Training for the FIRST Year of a Three Year Cycle
 (See Main Volume for modules)

Module	Completion Date	Test Score	Pilot Initials	Instr. Initials
EMERG 01	5.20.20	Sat		
EMERG 02	5.20.20	Sat		
EMERG 03	5.21.20	Sat		
EMERG 04	5.21.20	Sat		
EMERG 05	5.20.20	Sat		
EMERG 06	5.20.20	Sat		
EMERG 07	5.20.20	Sat		
EMERG 08	5.20.20	Sat		
EMERG 09	5.20.20	Sat		
EMERG 10	5.20.20	Sat		
EMERG 11	5.20.20	Sat		

Final test score Sat Instructor Signature  Date 5.21.20

Emergency Training for the SECOND Year of a Three Year Cycle
 (See Main Volume for modules)

Module	Completion Date	Test Score	Pilot Initials	Instr. Initials
EMERG 01	5.24.21	Sat		
EMERG 02	5.24.21	Sat		
EMERG 03	5.24.21	Sat		
EMERG 04	5.24.21	Sat		
EMERG 05	5.24.21	Sat		
EMERG 06	5.24.21	Sat		
EMERG 07	5.24.21	Sat		
EMERG 08	5.24.21	Sat		
EMERG 09	5.24.21	Sat		
EMERG 10	5.24.21	Sat		
EMERG 11	5.24.21	Sat		

Final test score Sat Instructor Signature  Date 5.24.21

01/18/16
Revision: Original

AEROMEDEVAC, INC.
Individual Pilot Training Record
Recurrent Training

Special Training (See Main Volume for modules)

<u>Module</u>	<u>Completion Date</u>	<u>Test Score</u>	<u>Pilot initials</u>	<u>Instr. Initials</u>
SPCL 01	5-20-20	50%		
SPCL 02	5-20-20	50%		
SPCL 03	5-20-20	50%		
SPCL 04	5-20-20	50%		
SPCL 05	5-20-20	50%		
SPCL 06	5-20-20	50%		
SPCL 07	5-20-20	50%		
SPCL 08	5-20-20	50%		

Final test score 50% Instructor Signature [Redacted] Date 5-20-20

Reminder: Modules SPCL 02, 06, 07, and 08 may not be applicable, depending on the flight crewmember's duty assignment.

01/18/16
Revision: Original

AEROMEDEVAC, INC.
Individual Pilot Training Record
Recurrent Training

Completion of the FIRST Year of a Three Year Cycle of Recurrent Training

I certify that Doug Spruce has satisfactorily completed all the appropriate sections of Recurrent Training for the following airplane type: 4431, 35 and has achieved the proficiency and knowledge to act as a PIC in accordance with all the applicable provisions of FAR Part 135.

5-20-20
Date

01/18/16

Revision: Original

AEROMEDEVAC, INC.
Individual Pilot Training Record
Recurrent Training



A test after completion of recurrent training is required by FAR 135.351. It contains three distinct test elements:

Part I:

FAR Parts 61, 91, and 135
Company Ops Specs
GOM

Part II:

Aircraft Systems
Operating Procedures
Weight and Balance
Performance Data

Part: III for Special or Unique Operations as applicable to the pilot's duty assignment.

Lower than Standard T/O Minimums
HAZMAT
Use of an Autopilot Instead of an SIC
Cold Weather Ops
CRM
Extended Over-Water Ops
Foreign Ops
Air Ambulance Ops

Final Test Score for all of Recurrent Training Set

Instru

Date

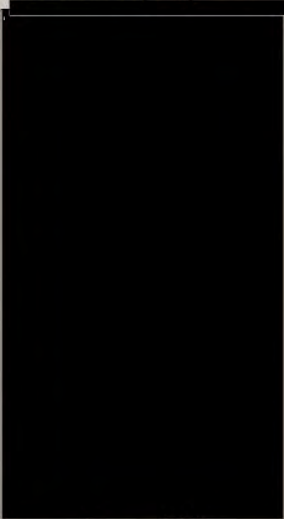
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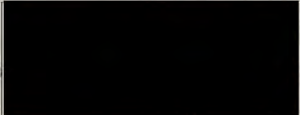
01/18/16
Revision: Original

AEROMEDEVAC, INC.
Individual Pilot Training Record
Initial Training

Full Name of Pilot: Doug Shanks

Basic Indoctrination Training (See Main Volume for modules)

Module	Completion Date	Test Score	Pilot Initials	Instr. Initials
INDOC 01	5.30.19	Sgt		
INDOC 02	5.30.19	Sgt		
INDOC 03	5.30.19	Sgt		
INDOC 04	5.30.19	Sgt		
INDOC 05	5.30.19	Sgt		
INDOC 06	5.30.19	Sgt		
INDOC 07	5.30.19	Sgt		
INDOC 08	5.30.19	Sgt		
INDOC 09	5.30.19	Sgt		
INDOC 10	5.30.19	Sgt		
INDOC 11	5.30.19	Sgt		
INDOC 12	5.30.19	Sgt		

Final test score Sgt Instructor Sign 

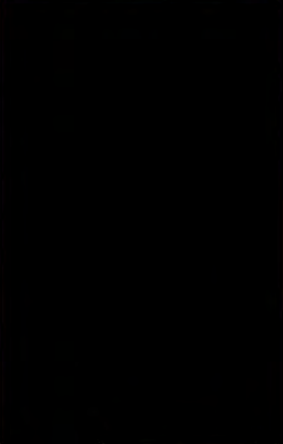
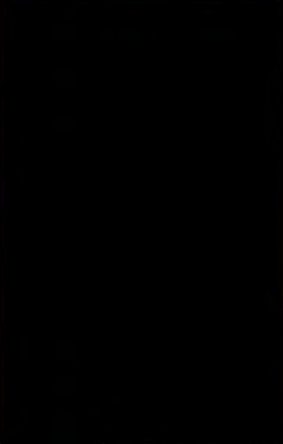
Date 5.30.19

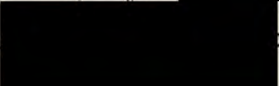
01/18/16

Revision: Original

AEROMEDEVAC, INC.
Individual Pilot Training Record
Initial Training

Full Name of Pilot: Doug Senke**Emergency Training** (See Main Volume for modules)

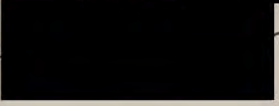
Module	Completion Date	Test Score	Pilot Initials	Instr. Initials
EMERG 01	5.31.19	Sut		
EMERG 02	5.31.19	Sut		
EMERG 03	5.31.19	Sut		
EMERG 04	5.31.19	Sut		
EMERG 05	5.31.19	Sut		
EMERG 06	5.31.19	Sut		
EMERG 07	5.31.19	Sut		
EMERG 08	5.31.19	Sut		
EMERG 09	5.31.19	Sut		
EMERG 10	5.31.19	Sut		
EMERG 11	5.31.19	Sut		

Final test score GMInstructor Signature 

Date

5.31.19**Special Training** (See Main Volume for modules)

Module	Completion Date	Test Score	Pilot initials	Instr. Initials
SPCL 01	5.31.19	Sut		
SPCL 02	5.31.19	Sut		
SPCL 03	5.31.19	Sut		
SPCL 04	5.31.19	Sut		
SPCL 05	5.31.19	Sut		
SPCL 06	5.31.19	Sut		
SPCL 07	5.31.19	Sut		
SPCL 08	5.31.19	Sut		

Final test score SutInstructor Signature 

Date

5.31.19

01/18/16
Revision: Original

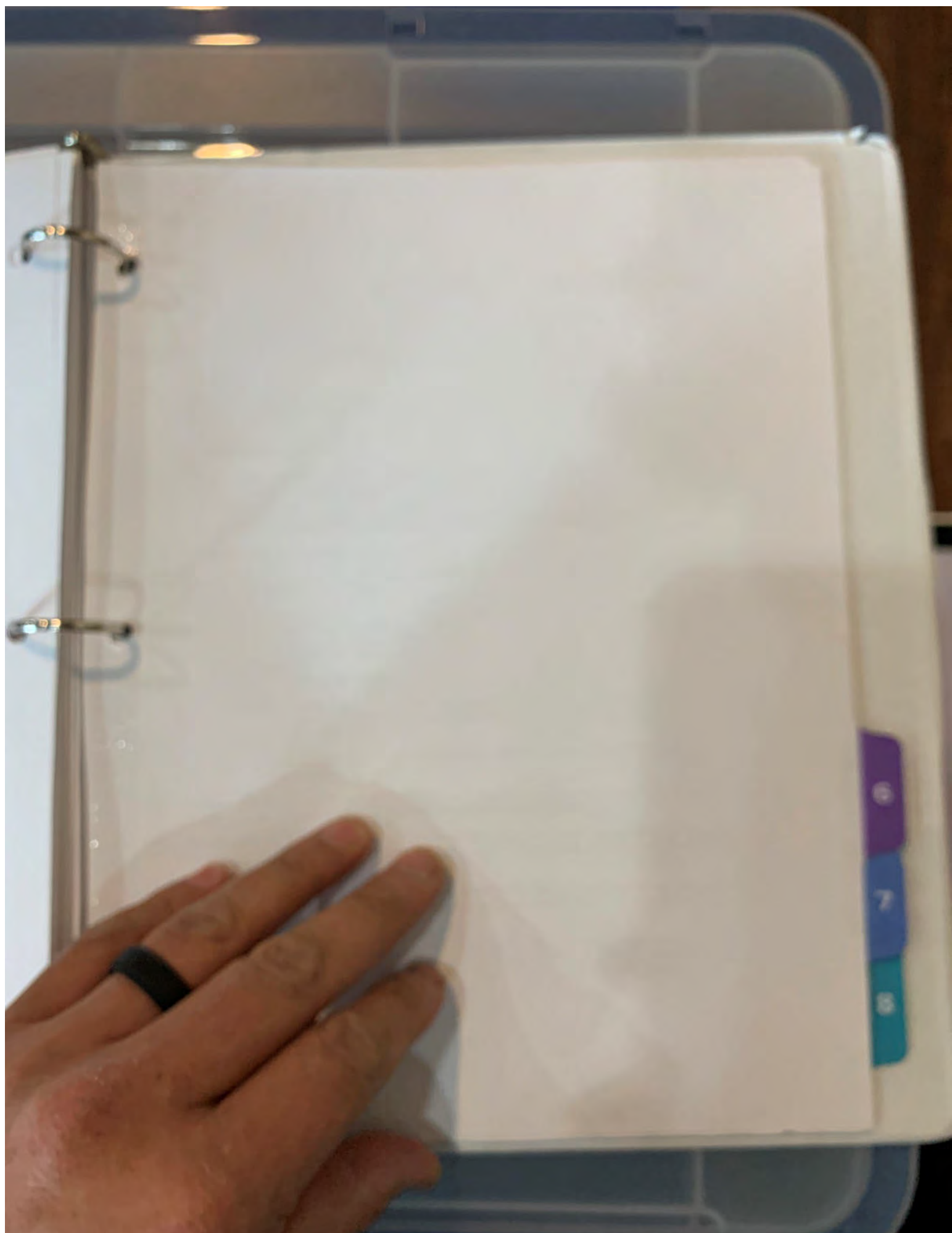
AEROMEDEVAC, INC.

Individual Pilot Training Record
Initial Training

Completion of Initial Training Certification

I certify that Doug Grude has satisfactorily completed all the appropriate sections of Initial New Hire Training for the following airplane type: La Set and has achieved the proficiency and knowledge to act as a SIC in accordance with all the applicable provisions of FAR Part 135.

6-18-19
Date





U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Data Systems
Branch, AFS-620(PRIA)

P.O. Box 25082
Oklahoma City, OK 73125-0082

RICHARD JONES
AEROMEDEVAC INC
1850 JOE CROSSON DRIVE HANGAR 1
RUIZ@AEROMEDEVAC.COM
EL CAJON, CA 92020

Control Number: 366931

This is in response to your request of May 20, 2019, under Section 502 of the Pilot Records Improvement Act of 1996, (Public Law 104-264), pertaining to the medical certificate, current airman certificates and associated type ratings, including any limitations to those certificates and ratings; and summaries of legal enforcement actions resulting in a finding of a violation involving DOUGLAS JAMES GRANDE, which may include violations on current and previous certificate number(s): [REDACTED]. Your request was received on May 20, 2019.

GRANDE, DOUGLAS JAMES

Med Class: 1 Med Date: 2/21/2019
Limitation(s) None

COMMERCIAL PILOT Cert No: [REDACTED] DOI: 1/25/2016
AIRPLANE MULTIENGINE LAND
AIRPLANE SINGLE ENGINE LAND
INSTRUMENT AIRPLANE
LIMITATIONS
ENGLISH PROFICIENT.

FLIGHT INSTRUCTOR Cert No: [REDACTED] DOI: 4/18/2005
AIRPLANE SINGLE AND MULTIENGINE
INSTRUMENT AIRPLANE
LIMITATIONS
VALID ONLY WHEN ACCOMPANIED BY PILOT CERTIFICATE NO [REDACTED]
EXPIRES: 30 Apr 2007.

A search of the Enforcement Information System, which excluded the Student Pilot Certificate, on May 24, 2019, revealed no legal enforcement actions resulting in a finding of a violation pertaining to the above airman.

The preceding data was derived from official FAA data systems utilized by AFS-620. Pending legal actions which are not releasable until the case is closed will not appear on this report. Accident/Incident information will also not appear on this report.

Recent additions to an airman's certificate that were issued within 6 to 8 weeks or less preceding the date of this report may not have been processed by the Civil Aviation Registry and consequently, would not appear on the enclosed airman's verification of certificates and/or ratings.

All requests in accordance with the Pilot Records Improvement Act of 1996 may be faxed to: [REDACTED] :
PRIA; or if scanning is available to include signatures, they may be emailed to: [REDACTED] or mailed
to the Aviation Data Systems Branch, [REDACTED]

Additional information including all forms, regulatory and support material may be found at:
http://www.faa.gov/pilots/lic_cert/pria/

Additional FAA records may be available as referenced in Advisory Circular AC 120-68 (current edition), paragraph 1-7 and Appendix 9: Additional Pilot Records. Appendix 9 identifies the additional records that may be available to an air carrier or operator and the procedure to request those records. Such records may include an airman's history of accidents, incidents, and enforcement history including open enforcement actions, administrative records, and records of failed practical tests (Notices of Disapproval) if an airman's file contains such records.

In our continuing effort to improve the quality of service to our customers, we would appreciate any comments you may have. Please send your comments to: <http://av-info.faa.gov/feedback/> or contact the AFS-620 Reporting Group at: 405-954-4173. A phone menu will direct your call.

Sincerely,

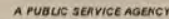

Bryan W. Brown
Manager, Aviation Data Systems Branch
AFS-620

IDENTIFICATION OF DRIVER BASED
ON INFORMATION SUBMITTED



DRIVER RECORD INFORMATION
DRIVERS LICENSE F.O. BATES NO. TYPE APP. DATE MISC. INFO SUBMITTED BY REQUESTER RECORD DATE
ONE IN CARD #

DRIVERS LICENSE OR ID CARD #	F.O. BATES NO.	TYPE APP.	DATE	MISC. INFO. SUBMITTED BY REQUESTER	REQ. CODE	RECORD DATE
				ANDREA CASUASLS	N1170	06/17/12



30002 GRANDE, DOUGLAS JAMES

DRIVER LICENSE INFORMATION						
CLASS	ISSUED	EXPIRES	EXT.	RESTRICTIONS	DUP. LIC. ISSUED	LIC. HELD
C N-COM	121009	091619	RBS			1636

[illegible]M
I
S
C

SEE
• REVERSE
EXPLANATION
OF CODE

[illegible]

EXPLANATION OF CODES

OUT OF STATE VIOLATIONS

FEEDING
PEED CONTEST
DO SLOW
ASSING
FOLLOWING TOO CLOSELY
RIGHT OF WAY
USE OR CHANGE OF LANES
MPOPER TURNS
MPOPER OR NO SIGNAL
FAILURE TO OBEY TRAFFIC CONTROL DEVICE
OVER DOUBLE LINES OR DIVIDERS
WRONG WAY—ONE WAY STREET
BRAKES
LIGHTS
RECKLESS DRIVING
RECKLESS DRIVING INJURY
DRUNK DRIVING
DRUNK DRIVING INJURY
HIT AND RUN
DRIVING WHILE SUSPENDED OR REVOKED
NON-INSURANCE RESTRICTION
INSURANCE RESTRICTION
UNLAWFUL USE OF LICENSE
PROPER LICENSE NOT IN POSSESSION
PERMITTING UNLICENSED DRIVER
NEGLIGENT OR CARELESS DRIVING
STARTING OR BACKING
PROHIBITED DRIVING
DISOBEDIENCE OF LAWFUL ORDER
TOWING
DISTRACTING DRIVER
UNLAWFUL RIDING
LEGAL ENTRY OR EXIT
HABITUAL VIOLATOR
OPENING VEHICLE CLOSURE INTO MOVING TRAFFIC OR WHILE
IN MOTION
MOVING NARCOTICS
MOVING DRUGS
ITTING HIGHWAY
MODIFIED VEHICLE
RIGHT LENGTH OR LOADING
ALLURE TO APPEAR
ALLURE TO RY FINE
KIDNAPES
ANSLAUGHTER, NO NEGLIGENCE
ANSLAUGHTER, GROSS NEGLIGENCE
RAID THEFT OF VEHICLE
IV RIDING
ALLURE TO REPORT NEW ADDRESS
EQUIPMENT
DISTRACTION
MISTING
E OR POSSESSION OF NARCOTICS OR DANGEROUS DRUGS
LIFYING INFO. TO OBTAIN LICENSE
MPERING WITH MTR. VEHMAUCIOUS MISCHIEF
LURE TO FULFILL LEGAL OBLIGATION—ACCIDENT
WING WHILE IMPAIRED
LATION OF SAFETY BELT REQUIREMENT (DRIVER)
LATION OF SAFETY BELT REQUIREMENT (PASSENGER)
LATION OF CHILD PASSENGER SEAT RESTRAINT (4 YEARS AND
5)
EVIDENCE OF REQUIRED FINANCIAL RESPONSIBILITY
BE EVIDENCE OF FINANCIAL RESPONSIBILITY
USAL TO SUBMIT TO CHEMICAL TEST
VING UNATTENDED VEHICLE WITH ENGINE RUNNING
ATING UNLAWFUL NOISE WITH VEHICLE OR ACCESSORY
ACTIVE HEADLIGHTS
G A MOTOR VEHICLE IN CONNECTION WITH ILLEGAL ACTIVI-
ER THAN A FELONY
OWING EMERGENCY VEHICLE UNLAWFULLY
G A MOTOR VEHICLE IN CONNECTION WITH A FELONY OR TO
JABET A FELON
OFFENSE IN A MOTOR VEHICLE
ATING AT ERATIC OR SUDDENLY CHANGING SPEEDS
ING ARREST BY FLEEING THE SCENE OF CITATION OR ROAD-
OR BY EXTINGUISHING LIGHTS (WHEN LIGHT REQUIRED)
A FE OPERATION OF VEHICLE

OUT OF STATE VIOLATIONS (CONT)

75 RAN OFF ROAD OR DRIVING ON ROAD SHOULDER, IN DITCH OR ON
SIDEWALK
76 CROSSING FIRE HOSE WITH VEHICLE
77 OPERATING WITHOUT REQUIRED EQUIPMENT OR THE USE OF PROHIB-
ITED EQUIPMENT
78 REQUIRED REPORTS, APPEARANCES, OR DOCUMENTS
79 ADMIN PER SE
80 IGNITION INTERLOCK
81 DRIVING A COMMERCIAL VEHICLE WITH BAC OF .04 OR GREATER
82 DUI IN COMMERCIAL VEHICLE
83 REFUSED CHEMICAL TEST, COMMERCIAL VEHICLE
84 DRIVING COMMERCIAL VEHICLE WHILE UNDER THE INFLUENCE OF A
CONTROLLED SUBSTANCE
85 LEAVING THE SCENE OF AN ACCIDENT INVOLVING A COMMERCIAL
MOTOR VEHICLE
86 FELONY INVOLVING THE USE OF A COMMERCIAL MOTOR VEHICLE
87 USE OF A COMMERCIAL VEHICLE IN THE COMMISSION OF A FELONY
INVOLVING A CONTROLLED SUBSTANCE
88 SPEEDING IN A COMMERCIAL VEHICLE 15 MPH OR MORE OVER POSTED
LIMIT
89 DRIVING COMMERCIAL VEHICLE IN WILLFUL OR WANTON DISREGARD
FOR SAFETY OF PERSONS OR PROPERTY
90 RECKLESS DRIVING IN A COMMERCIAL VEHICLE
91 IMPROPER OR ERRATIC LANE CHANGES IN COMMERCIAL VEHICLE
92 FOLLOWING THE VEHICLE AHEAD TOO CLOSELY WHEN DRIVING A
COMMERCIAL VEHICLE
93 A VIOLATION, ARISING IN CONNECTION WITH A FATAL ACCIDENT, WHEN
DRIVING A COMMERCIAL VEHICLE
94 MUTILATED DOCUMENT
95 FALSE REPORT
96 STOPPING, STANDING AND PARKING
98 OTHER VIOLATIONS
99 UNABLE TO INTERPRET
A1 DRIVING UNDER THE INFLUENCE OF ALCOHOL OR DRUGS
A2 DRIVING UNDER THE INFLUENCE OF ALCOHOL AND DRUGS
A3 UNDERAGE CONVICTED OF DRINKING AND DRIVING AT .02 OR HIGHER
BAC
A4 UNDERAGE ADMINISTRATIVE PER SE, DRINKING AND DRIVING AT .02 OR
HIGHER BAC
A5 ILLEGAL POSSESSION OF WEAPON INCLUDING FIREARM
A6 TRANSPORTING LIQUOR TO A MINOR
AC FAILURE OF DUTIES UPON DAMAGING UNATTENDED VEHICLE OR
INJURING ANIMAL
AD DRIVING AFTER WITHDRAWAL
AE DRIVING WHILE OUT OF SERVICE ORDER IN EFFECT
AF MUTILATED REGISTRATION CARD OR TITLE
AG FAILED TO SHOW DOCUMENT AS REQUIRED
AH MISREPRESENTATION OF IDENTITY OR OTHER FACTS
AI MISREPRESENTATION OF IDENTITY OR OTHER FACTS TO AVOID ARREST
OR PROSECUTION
AJ MISREPRESENTATION OF IDENTITY OR OTHER FACTS TO OBTAIN
ALCOHOL
AK MANUFACTURE OR MAKE FALSE DRIVER LICENSE (INCLUDES DL, CDL,
AND INSTRUCTION PERMIT)
AL SHOW OR USE IMPROPERLY DOCUMENT OR ITEM NOT SPECIFIED
AM SHOW OR USE IMPROPERLY OPERATOR'S (DRIVER'S) LOG
AN FAILURE TO PAY FOR DAMAGES OR MAKE INSTALLMENT PAYMENT
AP FAILURE TO POST SECURITY OR OBTAIN RELEASE FROM LIABILITY
AQ UNSATISFIED JUDGMENT
AR FAILURE TO MAKE REQUIRED PAYMENT OF CHILD SUPPORT
AS FAILURE TO PAY
AT LITTERING HARMFUL SUBSTANCE
AU MISCELLANEOUS DUTY FAILURE
AV FAILURE TO CORRECT DEFECTS AFTER INSPECTION FAILURE OR
NOTICE
AW FAILURE TO WEIGH VEHICLE OR STOP AT WEIGH STATION
AX ABANDONED VEHICLE
AY FAILURE TO OBEY
AZ IMPROPER LANE OR LOCATION
B1 VEHICULAR MANSLAUGHTER
B2 THEFT AND DAMAGE
B3 VIOLATION RESULTING IN ACCIDENT
B4 VIOLATION RESULTING IN FATAL ACCIDENT
B5 VIOLATION RESULTING IN PERSONAL INJURY ACCIDENT
B6 VIOLATION RESULTING IN PROPERTY DAMAGE
B7 SPEEDING IN A SCHOOL ZONE CODE
B8 DRIVING WHILE DISQUALIFIED FROM DRIVING A COMMERCIAL MOTOR
VEHICLE
B9 MANSLAUGHTER WITH CRIMINAL OPERATION OF A MOTOR VEHICLE
BA FAILURE TO OBEY RAILROAD CROSSING RESTRICTIONS
BB FAILURE TO OBEY TRAFFIC CONTROL DEVICE OR ENFORCEMENT OFFICIAL AT
RAILROAD GRADE CROSSING

OUT OF STATE VIOLATIONS (CONT)

BC RAILROAD CROSSING VIOLATION-FAILURE TO SLOW DOWN
BD RAILROAD CROSSING VIOLATION-FAILURE TO STOP
BE RAILROAD CROSSING VIOLATION-FAILURE TO STOP
BF RAILROAD CROSSING VIOLATION-FAILURE TO HAVE SUFFICIENT
UNDERCARRIAGE CLEARANCE
BG FELONY INVOLVING MOTOR VEHICLE WITH CONTROLLED
SUBSTANCE
BH DRIVING WHILE OUT-OF-SERVICE ORDER IN EFFECT WITH 16 OR
MORE PASSENGERS
BI DRIVING A COMMERCIAL VEHICLE WITHOUT OBTAINING A CDL
BJ FAILURE TO APPEAR OR PAY FINES
BK PERJURY ABOUT THE OPERATION OF A MOTOR VEHICLE
BL NEGLIGENT HOMICIDE WHILE OPERATING A COMMERCIAL
VEHICLE
BM CAUSING FATALITY THROUGH NEGLIGENT OPERATION OF CMV
BN 11-15 MPH OVER SPEED LIMIT
BP SPEEDING 15 MPH OR MORE ABOVE SPEED LIMIT
BQ HIT AND RUN-FAILURE TO STOP & RENDER AID AFTER ACCIDENT
BR LEAVING ACCIDENT SCENE BEFORE POLICE ARRIVE
BS HIT & RUN-FAILURE TO STOP AND RENDER AID AFTER FATAL
ACCIDENT
BT HIT & RUN-FAILURE TO STOP AND RENDER AID AFTER PERSONAL
INJURY ACCIDENT
BU HIT & RUN-FAILURE TO STOP AND RENDER AID AFTER PROPERTY
DAMAGE ACCIDENT
BV LEAVING FATAL ACCIDENT SCENE BEFORE POLICE ARRIVE
BW LEAVING PERSONAL INJURY ACCIDENT SCENE BEFORE POLICE
ARRIVE
BX LEAVING PROPERTY DAMAGE ACCIDENT SCENE BEFORE POLICE
ARRIVE
CE IMPROPER CLASSIFICATION OR ENDORSEMENT ON DL
FX FAILED TO SHOW INSURANCE CERTIFICATE
FY FAILED TO SHOW NON-COMM DRIVER LICENSE
FZ SPEEDING
GA VEHICULAR FETICIDE 1ST DEGREE
GB VEHICULAR FETICIDE 2ND DEGREE
GT DUI ADMIN PER SE
GU DRIVING CMV WITHOUT CDL IN DRIVER'S POSSESSION
GV TEXTING WHILE DRIVING
GW CELL PHONE WHILE DRIVING
GX MISREPRESENTATION OF IDENTITY OR OTHER FACTS ON
APPLICATION, INCLUDING REQUIRED SELF-CERTIFICATION, FOR
CLP OR CDL
GY FRAUD RELATED TO THE ISSUANCE OF A CLP OR CDL

DISPOSITION

CODE
A DISMISSED
B BAIL FORFEITURE
C FINE OR MINOR PAY TO GENERAL FUND
D DRIVER LICENSE SUSPENDED BY COURT
E DRIVER LICENSE RESTRICTED BY COURT
F TRAFFIC SCHOOL
G PROBATION
H 30 MONTH DRINKING DRIVER PROGRAM
I IGNITION INTERLOCK DEVICE
J JAIL, PRISON, OR CYA
K FELONY, MOTOR VEHICLE USED
L SENTENCE SUSPENDED
M COURT DISALLOWS RESTRICTED DRIVER LICENSE PER CVC
§§26360 OR 26360.5 (EFFECTIVE 9-20-2005)
N REFERRED TO ALCOHOLIC CLINIC (EFF. 3/73)
O DRINKING DRIVER PROGRAM
P DRUGS OR DRUGS & ALCOHOL
Q DUI 1ST OFFENDER PROGRAM
R ALCOHOL/DRUG RELATED 23103
S COURT RESTRICTION—DRIVE TO AND FROM EMPLOYMENT
T COURT RESTRICTION—DRIVER DURING COURSE OF
EMPLOYMENT
U ISSUANCE OF DRIVER LICENSE DELAYED
V COURT RESTRICTION—DRIVE TO AND FROM TREATMENT
PROGRAM
W FINE OR JAIL
X COURT ORDERS DMV SUSPEND
Y COURT ORDERS DMV REVOKE
Z OTHER

PROOF REQUIREMENT

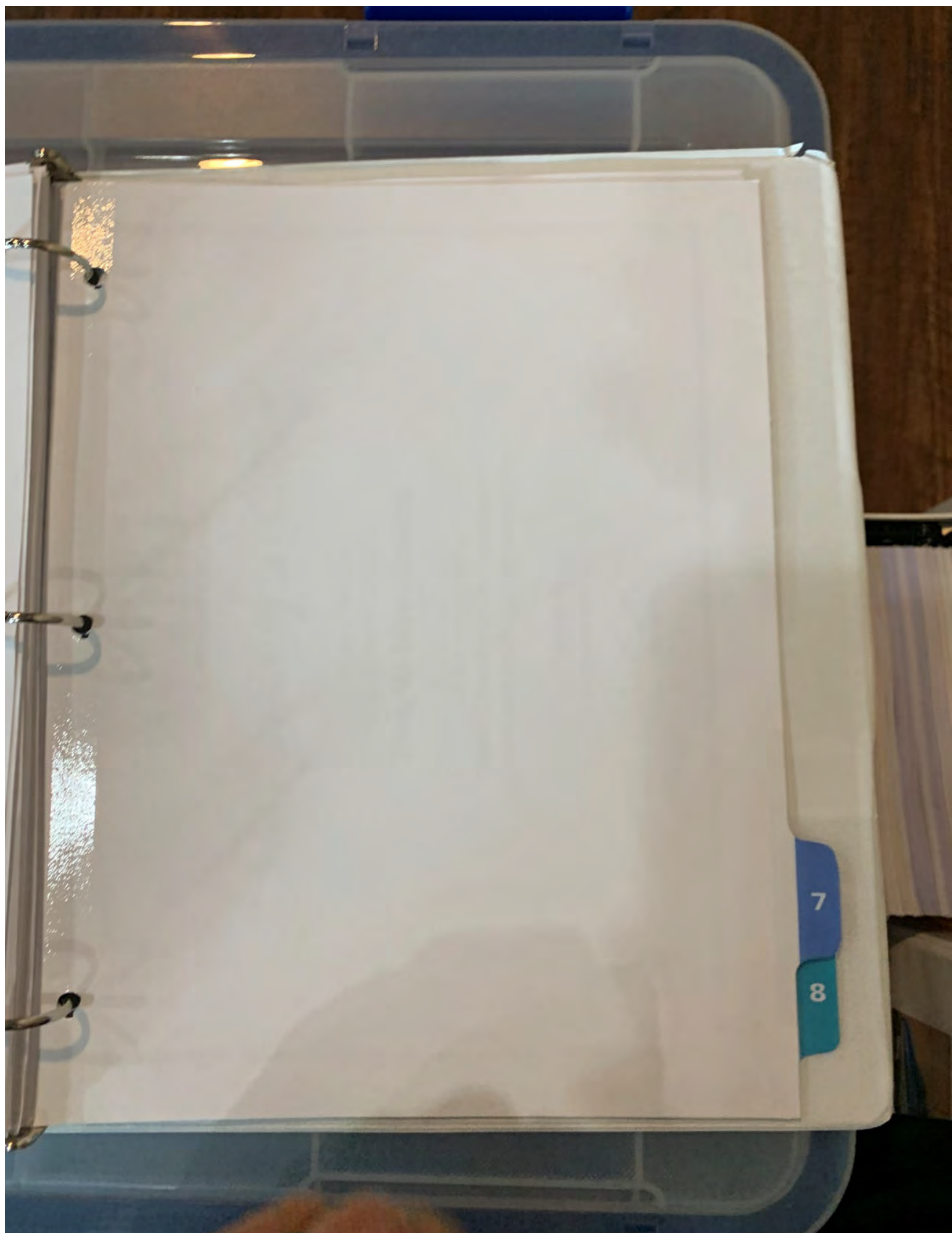
PROOF REQUIREMENT CODES

A NEG. OP. PROB/SUSP OR SUSP. BASED ON CONVICTION
WITH VIOLATION DATE ON OR AFTER 7/1/89
H RESTRICTION ACTION
J JUDGMENT
L SR1P/SR22 PROOF REQ
O MIS'D DUI—MUST COMPLETE REHAB. PROGRAM
Q 4TH CONVICTION 23152
V SR22 REQ
X 2ND CONVICTION 23153
Y 3RD CONVICTION 23153

CODE	CLASS
A	ANY COMBINATION OF VEHICLE
B	ANY SINGLE VEHICLE IN EXCESS OF 26,001 GVWR OR BUS
C	ANY HOUSE CAR AND ANY 2-AXLE VEHICLE LESS THAN 26,001 GVWR
M/M 1	TWO-WHEEL MOTORCYCLE
M2	TWO-WHEEL MOTORCYCLE LESS THAN 150CC CLASSES A, B AND C NOT VALID FOR TWO-WHEEL MOTORCYCLE OPERATION UNLESS ENDORSED
CODE	EXTENSIONS
RBM	RENEWAL BY MAIL UPDATE
RBM5	RENEWAL BY MAIL, STATEMENT MAILED
RBM 1	1ST RENEWAL BY MAIL
RBM 2	2ND RENEWAL BY MAIL
OIS	OUT-OF-STATE
MIL	MILITARY
OSR	OUT-OF-STATE RENEWAL
OSP	OUT-OF-STATE RENEWAL OR DUPLICATE APPLICATION IN PROCESS

CODE	STATUTE
VC	VEHICLE CODE
PC	PENAL CODE
H & S	HEALTH & SAFETY CODE
W & I	WELFARE & INSTITUTIONS CODE
M & T	MUNICIPAL & TRAFFIC CODE
CO	COUNTY ORDINANCE
B & P	BUSINESS & PROFESSIONAL CODE
S & H	STREETS & HIGHWAYS
US	UNITED STATES CODE
SFA	SAN FRANCISCO AIRPORT CODE
ED	EDUCATION CODE
AGR	AGRICULTURAL CODE
F & G	FISH & GAME
M & V	MILITARY & VETERANS CODE
PR	PUBLIC RESOURCES CODE
PU	PUBLIC UTILITIES CODE
CAC	CALIFORNIA ADMINISTRATIVE CODE
OIS	OUT-OF-STATE
O	OTHER
H & N	HARBORS & NAVIGATION

CODE	LICENSE HELD
1	LIC RETURNED UNCLAIMED
2	WITHHELD BY DMV
3	SURRENDERED BY COURT
4	SENT IN BY JUVENILE AUTHORITY
5	SURRENDERED BY SUBJECT



7

8



Certificate of Training

is hereby granted to

Douglas James Grande

*for completion of the
TFSSP Ground Security Coordinator
completed on 10/15/2020 with a score of 100%.*

Provided By:

[Redacted Signature]

DER Signature



Transportation
Security
Administration

Twelve-Five Standard Security Program

Criminal History Records Check
& Security Threat Assessment
Employee Personnel File Certification

Company Name:

Aeromedevac, Inc

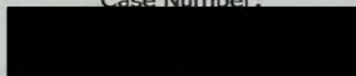
Employee Name:

Douglas James Grande

Results of CHRC:

PASSED

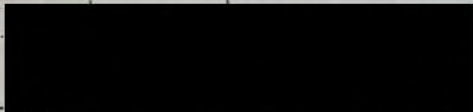
Case Number:



CHRC Submission Date:

12/30/2019

Results were viewed and certified by:

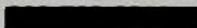


Signature

Security Contact for Aeromedevac, Inc

1/31/20
Date



www.NATACS.aero
info@NATACS.aero




This certificate is issued for the purpose of this named operator's TSA Security Program.
It is not transferrable nor permissible for other use.



Certificate of Training

is hereby granted to

Douglas James Grande

*for completion of the
TFSSP In-Flight Security Coordinator
completed on 11/3/2019 with a score of 100%.*

Provided By:
Aeromedevac, Inc

DER Signature

1/31/2020

NATACS Training Certificate



Certificate of Training

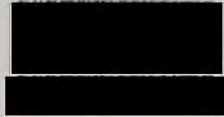
is hereby granted to

Douglas James Grande

*for completion of the
TFSSP Ground Security Coordinator
completed on 11/18/2019 with a score of 100%.*

Provided By:
Aeromedevac, Inc

DER Signature



In order to qualify to be a flightcrew member or "none-TSA" screener for the Twelve-Five and Private Charter Programs, you must undergo a fingerprint based criminal history records check administered by the Transportation Security Administration.
Please read and sign the following pages indicating you understand the criminal history records check process.

Disqualifying Criminal Offenses

1. Forgery of certificates, false marking of aircraft, and other aircraft registration violation; 49 USC 46306
2. Interference with air navigation; 49 USC 46308
3. Improper transportation of a hazardous material; 49 USC 46312
4. Aircraft Piracy; 49 USC 46502
5. Interference with flight crew members or flight attendants; 49 USC 46504
6. Commission of certain crimes aboard aircraft in flight; 49 USC 46506
7. Carrying a weapon or explosives aboard aircraft; 49 USC 46506
8. Conveying false information and threats; 49 USC 46507
9. Aircraft piracy outside the special aircraft jurisdiction of the United States; 49 USC 46502(b)
10. Lighting violation involving transporting controlled substances; 49 USC 46315
11. Unlawful entry into an aircraft or airport area that services air carriers or foreign air carriers contrary to established security requirements; 49 USC 46314
12. Destruction of an aircraft or aircraft facility 18 USC 32
13. Murder
14. Assault with intent to murder
15. Espionage
16. Sedition
17. Kidnapping or hostage taking
18. Treason
19. Rape or aggravated sexual abuse
20. Unlawful possession, use, sale distribution, or manufacture of an explosive or weapon
21. Extortion
22. Armed or felony unarmed robbery
23. Distribution of, or intent to distribute, a controlled substance
24. Felony arson
25. Felony involving a threat
26. Felony involving:

a: Willful destruction of property;	b: Importation or manufacture of a controlled substance;
c: Burglary;	d: Theft;
e: Dishonesty, fraud or misrepresentation;	f: Possession or distribution of stolen property;
g: Aggravated assault;	h: Bribery; or
i: Illegal possession of a controlled substance punishable by a maximum term of imprisonment of more than 1 year.	
27. Violence at international airports; 18 U.S.C. 37
28. Conspiracy or attempt to commit any of the criminal acts listed above

The above list is from 49 U.S.C. 44936(b)(1)(B), United States Code and 49 C.F.R. 1544.229(d).

I have read the above list of Disqualifying Criminal Offenses and certify that I have not been convicted, or found not guilty by reason of insanity, of any of these offenses in the 10 years preceding the date of this application. A conviction means any finding of guilt, plea of guilty or plea of nolo contendere.

I understand that pursuant to 49 CFR 1544.229 and 1544.230, I have a continuing obligation to disclose to my employer, within 24 hours, if I am convicted, or found not guilty by reason of insanity, of any of the above disqualifying offenses.

The information that I have provided on this application is true, complete, and correct to the best of my knowledge and belief and is provided in good faith. I understand that a knowing and willful false statement on this application can be punished by fine or imprisonment or both. (See section 1001 of Title 18, United States Code.)

Grande, Douglas James

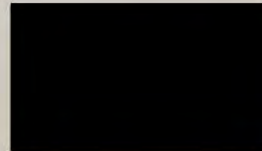
Printed Name:

10/29/2019

Date:

Electronically signed by Grande, Douglas James

Signature:



Correction of Record Process

I further understand the following:

- If the criminal history records check (CHRC) discloses an arrest for a Disqualifying Criminal Offense and the record, or further investigation, indicates a conviction for a disqualifying criminal offense, TSA will send me an Initial Determination of Ineligibility stating that I have not successfully completed the CHRC. TSA's Initial Determination will include information and instructions about how to request a copy of my criminal history record and/or submit an appeal to TSA.
- If I do not appeal TSA's Initial Determination or do not request an extension of time within 30 days of the Initial Determination, or if my appeal to TSA is not successful, TSA will send me a Final Determination of Ineligibility and TSA will notify my employer that I have failed the CHRC. Based on the disqualifying criminal offense, I am no longer allowed to perform the covered functions for which the CHRC was conducted, for 10 years from the date of my conviction.
- If I intend to correct any information in my criminal history record that I believe to be inaccurate, I may request a copy of my criminal record from TSA by following the instructions in TSA's Initial Determination. If I am seeking to correct my criminal history record, it is my responsibility to obtain any corrected information from the local law enforcement jurisdiction responsible for the information. TSA will accept a copy or certified true copy of any documentation I obtain from a local law enforcement agency.
- Criminal history information provided by the FBI may be used solely for the purposes of access investigation and regulatory compliance, and no person shall disseminate the results of a criminal history records check to anyone other than the individual, to whom the record pertains, or TSA's Office of Transportation Threat Assessment and Credentialing.

I certify that I have read and that I fully understand this fingerprint application.

Grande, Douglas James

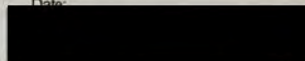
10/29/2019

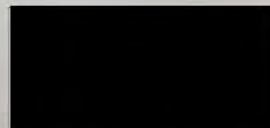
Printed Name:

Date:

Electronically signed by Grande, Douglas James

Signature:





The Privacy Act of 1974
5 U.S.C. 552a(e)(3)

Privacy Act Statement

Authority: 6 U.S.C. § 1140, 46 U.S.C. § 70105; 49 U.S.C. §§ 106, 114, 5103a, 40103(b)(3), 40113, 44903, 44935-44936, 44939, and 46105; the Implementing Recommendations of the 9/11 Commission Act of 2007, § 1520 (121 Stat. 444, Public Law 110-52, August 3, 2007); and Executive Order 9397, as amended.

Purpose: The Department of Homeland Security (DHS) will use the biographic information to conduct a security threat assessment. Your fingerprints and associated information will be provided to the Federal Bureau of Investigation (FBI) for the purpose of comparing your fingerprints to other fingerprints in the FBI's Next Generation Identification (NGI) system or its successor systems including civil, criminal, and latent fingerprint repositories. The FBI may retain your fingerprints and associated information in NGI after the completion of this application and, while retained, your fingerprints may continue to be compared against other fingerprints submitted to or retained by NGI. DHS will also transmit your fingerprints for enrollment into US-VISIT Automated Biometrics Identification System (IDENT). If you provide your Social Security Number (SSN), DHS may provide your name and SSN to the Social Security Administration (SSA) to compare that information against SSA records to ensure the validity of the information.

Routine Uses: In addition to those disclosures generally permitted under 5 U.S.C. 522a(b) of the Privacy Act, all or a portion of the records or information contained in this system may be disclosed outside DHS as a routine use pursuant to 5 U.S.C. 522a(b)(3) including with third parties during the course of a security threat assessment, employment investigation, or adjudication of a waiver or appeal request to the extent necessary to obtain information pertinent to the assessment, investigation, or adjudication of your application or in accordance with the routine uses identified in the TSA system of records notice (SORN) DHS/TSA 002, Transportation Security Threat Assessment System. For as long as your fingerprints and associated information are retained in NGI, your information may be disclosed pursuant to your consent or without your consent as permitted by the Privacy Act of 1974 and all applicable Routine Uses as may be published at any time in the Federal Register, including the Routine Uses for the NGI system and the FBI's Blanket Routine Uses.

Disclosure: Furnishing this information (including your SSN) is voluntary; however, if you do not provide your SSN or any other information requested, DHS may be unable to complete your application for a security threat assessment.

I certify that I have read and that I fully understand and agree with the Privacy Act Statement above.

Grande, Douglas James

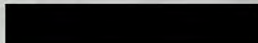
10/29/2019

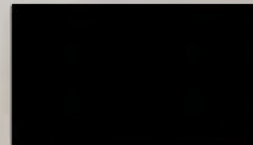
Printed Name:

Date:

Electronically signed by Grande, Douglas James

Signature:





SECTION 1: COMPLETED BY EMPLOYER REPRESENTATIVE

1. Aeromedevac, Inc. 2. FOIA 3. TFOEP
Employer Name SID (optional) PD

4. [Redacted]

Information of Person being Fingerprinted (Completed by Employee)

5. Grande Douglas James
Employee Last Name First Name Middle Name Suffix Alias (AKA)
6. 1979 7. CA
Year Of Birth Place of Birth
8. US 9. US
US State of Residence or Foreign Country Citizenship
10. M 11. W 12. 5-08 13. 205 14. BRO 15. BRN
Sex Race Height Weight Eyes Hair

SECTION 2: COMPLETED BY TRUSTED AGENT

1. Scandinavian Aviation Academy
Trusted Agent Company

2. [Redacted]

3. [Redacted] 4. [Redacted]
Trusted Agent Phone Trusted Agent Fax

5. Types of Identification Presented by Person Fingerprinted

DOT Description	Passport	[Redacted]	/ 06/09/2027
Picture ID#			
DOT Description	California Driver License	[Redacted]	/ 08/16/2029
Picture ID#			

6. Neri Watkins
Name of Trusted Agent 0
Authorized Collection Type: NHTACS Trusted Agent
Authorized Collection Location: US Collection Only
11851004

7. [Redacted]
Signature of Trusted Agent

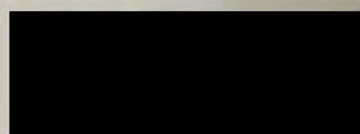
8. 12/13/2019 9. [Redacted]
Date TRUSTED AGENT ICF (by stamp if possible)

SECTION 3: COMPLETED BY PERSON FINGERPRINTED (SIGN ONLY IN THE PRESENCE OF TRUSTED AGENT)

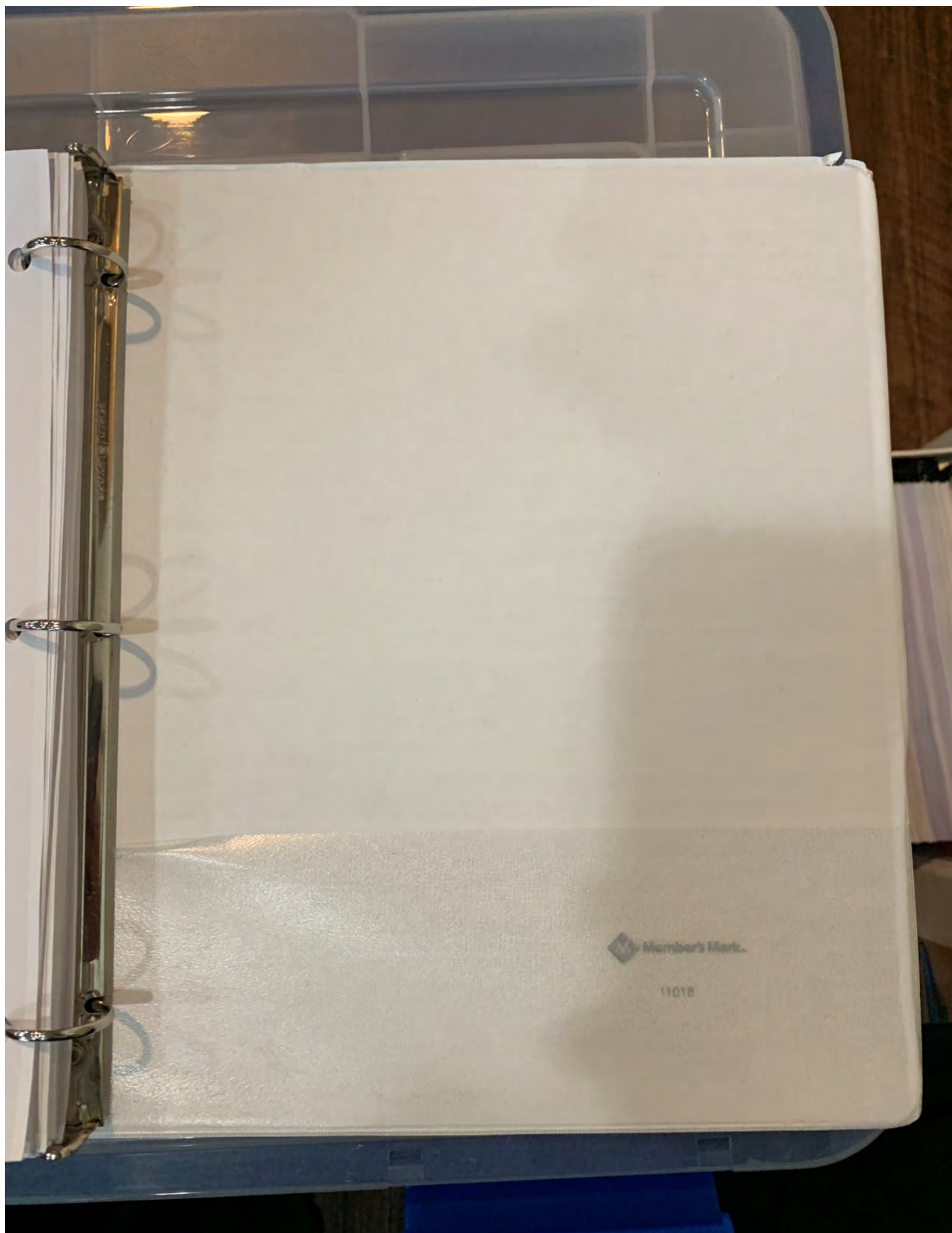
1. [Redacted] 2. 12-13-19
Signature of Person Fingerprinted Date



FORM 201405NHTACSFCE







 Member's Mark.

1101B



AEROMEDEVAC
AIR AMBULANCE



DOUGLAS GRANDE

PILOT TRAINING RECORD



RECORD OF TRAINING
Julian Jorge Bugaj
Aeromedevac
on May 14, 2019 has completed
AEROMEDEVAC INC's
LR35 to LR31, Initial Diff 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


Tucson Learning Center

17May19
Date

Flight Training Summary

Julian Jorge Bugaj
Aeromedevac (00
Tucson

Course: Learjet Series (LR-JET) 135 Recurrent

Start Date: 17May21

Objectives: 135.293(a)(2); 135.293(a)(3); 135.293(b)

Certificates & Licenses: Type

Commercial

Number

3066973

Issuing Country

UNITED STATES

TOTALS			TOTALS		
Left Seat:	PF	0.00	TAKEOFFS:	DAY	1
	PM	0.00		NIGHT	17
Right Seat:	PF	9.00	LANDINGS:	DAY	0
	PM	6.00		NIGHT	13
	Instrument	6.80	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

Rejected Takeoff

Departure Procedure

Normal Climb

Low Wind Takeoff

Instrument Takeoff

RVR: 1200'

Instrument Takeoff

RVR: 1800'

Instrument Takeoff

RVR: 600'

Powerplant Failure at V1

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)

High Speed Handling Characteristics

Normal Descent

Specific Flight Characteristics--Dutch Roll

Specific Flight Characteristics--Overspeed Recovery

INSTRUMENT PROCEDURES

Standard Terminal Arrival/FMS Procedures

Holding

INSTRUMENT PROCEDURES (Continued)

Precision Approach, All Engines Operating

RVR: 5000'

PA: ILS/DME

Flown: Manual Flight Director Assist

MA: N/A

Transition: Vectors

Instrumentation: Failed Down Instrumentation

Precision Approach, All Engines Operating

RVR: 1800'

PA: ILS

Flown: Autopilot Coupled

MA: Vector

Transition: Vectors

Instrumentation: Full Instrumentation

Precision Approach, All Engines Operating

RVR: 4000'

PA: ILS

Flown: Autopilot Coupled

MA: N/A

Transition: Vectors

Instrumentation: Full Instrumentation

Nonprecision Approach 1

NPA: VOR/DME

Flown: Autopilot Coupled

Engine: All Engines Operating

MA: N/A

Transition: Vectors

Instrumentation: Full Instrumentation

Nonprecision Approach 1

NPA: LOC/DME

Flown: Autopilot Coupled

Engine: All Engines Operating

MA: N/A

Transition: Vectors

Instrumentation: Failed Down Instrumentation

RECORD OF TRAINING / CHECKING

Julian Jorge Bugaj

Aeromedevac

during the period May 17, 2021 through June 30, 2021 has completed

AEROMEDEVAC INC's

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	CRM / ADM / Risk Management
Pressurization	Thrust Reversers	Systems Integration
Flight Controls	Systems Review, Examination and Critique	

Ground Training Hours: 15.00

Briefing/Debriefing Hours: 6.50

Flight Training Curriculum

Flight Simulator:

Pilot Flying 9.00
Pilot Monitoring 6.00

Total Hours: 15.00

Qualification Curriculum

Written/Oral Examination 2.00
Briefing/Debriefing 1.90

Flight Simulator: Pilot Flying 4.10
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)[✓]

FAR 135 Test/Checks - R: 135.293(b)[✓]

Remarks

Trained as Second-in-Command



Tucson Learning Center

09Jul21

Date

FLIGHT SAFETY

• I N T E R N A T I O N A L •

Certifies that

Julian Jorge Bugaj

has satisfactorily completed a course of

Learjet Series (LR-JET) Recurrent Pilot

Conferred on 30th day of June, 2021



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

MANAGER

Tucson Learning Center

FlightSafety.
International

RECORD OF TRAINING

Julian Jorge Bugaj

Aeromedevac

on May 20, 2021 has completed

AEROMEDEVAC INC's
LR35 to LR55, Recurrent Diff 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

Tucson Learning Center

03Jun21
Date

FLIGHT SAFETY INTERNATIONAL

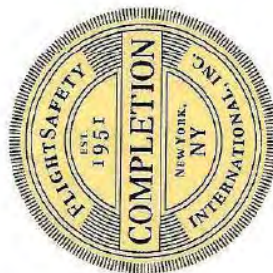
Certifies that

Julian Jorge Bugaj

has satisfactorily completed a course of

LR35 to LR55, Recurrent Diff

Conferred on 20th day of May, 2021



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

MANAGER

Tucson Learning Center

FlightSafety
international

RECORD OF TRAINING
Julian Jorge Bugaj
Aeromedevac
on May 20, 2021 has completed
AEROMEDEVAC INC's
LR35 to LR31, Recurrent Diff 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



Tucson Learning Center

03Jun21
Date

FLIGHT SAFETY

• I N T E R N A T I O N A L •

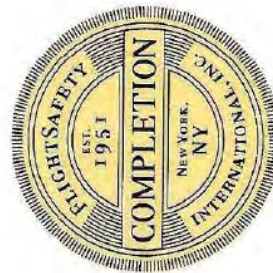
Certifies that

Julian Jorge Bugaj

has satisfactorily completed a course of

LR35 to LR31, Recurrent Diff

Conferred on 20th day of May, 2021



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is a well-trained pilot.*

MANAGER

Tucson Learning Center

FlightSafety®
international

RECORD OF TRAINING
Julian Jorge Bugaj
Aeromedevac
on May 20, 2021 has completed
AEROMEDEVAC INC's
LR35 to LR55, Recurrent Diff 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

Tucson Learning Center

03Jun21
Date

RECORD OF TRAINING
Julian Jorge Bugaj
Aeromedevac
on May 20, 2021 has completed
AEROMEDEVAC INC's
LR35 to LR31, Recurrent Diff 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



Tucson Learning Center

03Jun21
Date

FLIGHT SAFETY INTERNATIONAL

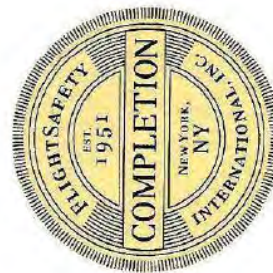
Certifies that

Julian Jorge Bugaj

has satisfactorily completed a course of

LR35 to LR31, Recurrent Diff

Conferred on 20th day of May, 2021



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

MANAGER

Tucson Learning Center

FlightSafety.
international

Flight Training Summary

Julian Jorge Bugai

Tucson

Course: Learjet Series (LR-JET) 135 Recurrent

Start Date: 01Jun20

Objectives: 135.293(a)(2); 135.293(c)(2); 135.293(b)

Certificates & Licenses: Type

Commercial

Issuing Country

UNITED STATES

		TOTALS			TOTALS
Left Seat:	PF	0.00	TAKEOFFS:	DAY	0
	PM	0.00		NIGHT	7
Right Seat:	PF	6.00	LANDINGS:	DAY	0
	PM	0.00		NIGHT	7
	Instrument	3.80	APPROACHES:	Precision	5
				Non-Precision	4
				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

Rejected Takeoff

Departure Procedure

Normal Climb

Crosswind Takeoff

Instrument Takeoff

RVR: 600'

Powerplant Failure at V1

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)

High Speed Handling Characteristics

Normal Descent

Specific Flight Characteristics-Dutch Roll

Specific Flight Characteristics-Overspeed Recovery

INSTRUMENT PROCEDURES

Standard Terminal Arrival/FMS Procedures

Holding

Precision Approach, All Engines Operating

RVR: 1800'

PA: ILS

Flown: Manual Flight Director Assist

MA: N/A

Transition: N/A

Instrumentation: Full Instrumentation

INSTRUMENT PROCEDURES (Continued)

Precision Approach, All Engines Operating

RVR: N/A

PA: ILS/DME

Flown: Autopilot Coupled

MA: Vector

Transition: Vectors

Instrumentation: Failed Down Instrumentation

Nonprecision Approach 1

NPA: RNAV (GPS) LNAV/VNAV

Flown: Autopilot Coupled

Engine: All Engines Operating

MA: N/A

Transition: TAA

Instrumentation: Full Instrumentation

Nonprecision Approach 1

NPA: RNAV (GPS) LNAV

Flown: Autopilot Coupled

Engine: All Engines Operating

MA: Published

Transition: N/A

Instrumentation: Full Instrumentation

Missed Approach From a Precision Approach

Precision Approach, One Engine Inoperative

RVR: 1800'

PA: ILS/DME

Flown: Manual Flight Director Assist

MA: N/A

Transition: Vectors

Instrumentation: Full Instrumentation

Precision Approach, One Engine Inoperative

RVR: N/A

PA: ILS/DME

Flown: Autopilot Coupled

MA: Published

Transition: Vectors

Instrumentation: Full Instrumentation

RECORD OF TRAINING / CHECKING

Julian Jorge Bugaj
Aeromedevac

during the period June 01, 2020 through June 04, 2020 has completed

AEROMEDEVAC INC's
Learjet Series (LR-JET) Recurrent Pilot Course
Model: *Learjet 31 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
Air Conditioning	Lighting	Procedures
Pressurization	Thrust Reversers	CRM / ADM / Risk Management
Flight Controls	Systems Review, Examination and Critique	Systems Integration

Ground Training Hours: 15.00
Briefing/Debriefing Hours: 4.50

Flight Training Curriculum

Flight Simulator:

Pilot Flying 6.00
Pilot Monitoring 0.00
Total Hours: 6.00

Qualification Curriculum

Written/Oral Examination 1.00
Briefing/Debriefing 1.10

Flight Simulator: Pilot Flying 1.90
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)[✓]
FAR 135 Test/Checks - R: 135.293(b)[✓]

Remarks

Trained as Second-in-Command

Tucson Learning Center

18Jun20
Date

FLIGHT SAFETY

INTERNATIONAL

Certifies that

Julian Jorge Bugaj

has satisfactorily completed a course of

Learjet Series (LR-JET) Recurrent Pilot

Conferred on 4th day of June, 2020



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

MANAGER

Tucson Learning Center

FlightSafety.
international

FLIGHT SAFETY

INTERNATIONAL

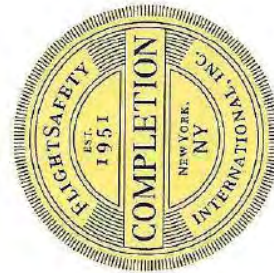
Certifies that

Julian Jorge Bugaj

has satisfactorily completed a course of

Learjet Series (LR-JET) Recurrent Pilot

Conferred on 4th day of June, 2020



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

MANAGER
Tucson Learning Center

FlightSafety.
international

Flight Training Summary

Julian Jorge Bugaj
Aeromedevac (00
Tucson

Course: Learjet Series (LR-JET) 135 Initial/Transition

Start Date: 29Apr19

Objectives: 135.293(a)(2); 135.293(a)(3); 135.293(b); 61.55(e)

Certificates & Licenses: Type

Commercial

Number

Issuing Country

UNITED STATES

		TOTALS			TOTALS
Left Seat:	PF	0.00	TAKEOFFS:	DAY	3
	PM	0.00		NIGHT	24
Right Seat:	PF	12.00	LANDINGS:	DAY	2
	PM	12.00		NIGHT	22
	Instrument	6.00	APPROACHES:	Precision	9
				Non-Precision	7
			HOLDS:		4

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

Departure Procedure

Normal Climb

Crosswind Takeoff

Instrument Takeoff

'R: 1600'

Instrument Takeoff

RVR: 600'

Instrument Takeoff

RVR: 1800'

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

Recovery From Unusual Attitudes

Power Off Stall Demonstration (AC 120-109)

High Speed Handling Characteristics

Normal Descent

Powerplant Failure (Including Shutdown and Restart)

Specific Flight Characteristics--Dutch Roll

Specific Flight Characteristics--Overspeed Recovery

Stick Pusher Demonstration (AC 120-109A)

INSTRUMENT PROCEDURES

Standard Terminal Arrival/FMS Procedures

Holding

INSTRUMENT PROCEDURES (Continued)

Precision Approach, All Engines Operating

RVR: 1800'

PA: ILS/DME

Flown: Manual Flight Director Assist

MA: N/A

Transition: Vectors

Instrumentation: Full Instrumentation

Precision Approach, All Engines Operating

RVR: 4000'

PA: ILS

Flown: Autopilot Coupled

MA: Published

Transition: Vectors

Instrumentation: Full Instrumentation

Missed Approach From a Precision Approach

Nonprecision Approach 1

NPA: RNAV (GPS) LNAV/VNAV

Flown: Manual Flight Director Assist

Engine: OEI/50% Power

MA: N/A

Transition: TAA

Instrumentation: Full Instrumentation

Nonprecision Approach 1

NPA: RNAV (GPS) LNAV/VNAV

Flown: Manual Flight Director Assist

Engine: All Engines Operating

MA: N/A

Transition: TAA

Instrumentation: Failed Down Instrumentation

Nonprecision Approach 1

NPA: LOC/BC

Flown: Autopilot Coupled

Engine: All Engines Operating

MA: Published

Transition: Vectors

Instrumentation: Full Instrumentation

RECORD OF TRAINING / CHECKING

Julian Jorge Bugaj

Aeromedevac

during the period April 29, 2019 through May 13, 2019 has completed

AEROMEDEVAC INC's

Learjet Series (LR-JET) Initial New Hire A 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	CRM / ADM / Risk Management
Pressurization	Thrust Reversers	Systems Integration
Flight Controls	Systems Review, Examination and Critique	

Ground Training Hours: 46.00

Briefing/Debriefing Hours: 9.00

Flight Training Curriculum

Flight Simulator: Pilot Flying 12.00
Pilot Monitoring 12.00
Total Hours: 24.00

Qualification Curriculum

Written/Oral Examination 3.25
Briefing/Debriefing 2.00

Flight Simulator: Pilot Flying 2.10
Pilot Monitoring 0.00
Aircraft: Pilot Flying 0.00
Pilot Monitoring 0.00

FAR 61 Endorsements: 61.55(e)[✓]

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

600 RVR Trained

Remarks

The simulator used for training/checking may have been subject to the FlightSafety Part 60 Directive 2, Exemption #18132.

Trained as Second-in-Command

Learjet Type Rating Completed in Level C Simulator

Tucson Learning Center

17May19
Date

FLIGHT SAFETY

• I N T E R N A T I O N A L •

Certifies that

Julian Jorge Bugaj

has satisfactorily completed a course of

Learjet Series (LR-JET) Initial New Hire A

Conferred on 13th day of May, 2019



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

MANAGER

Tucson Learning Center

FlightSafety.
international

FLIGHT SAFETY

INTERNATIONAL.

Certifies that

Julian Jorge Bugaj

has satisfactorily completed a course of

LR35 to LR31, Initial Diff

Conferred on 14th day of May, 2019



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

MANAGER

Tucson Learning Center

FlightSafety.
international

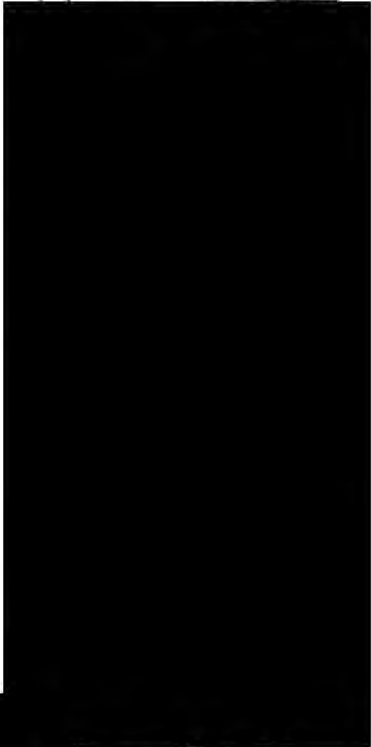
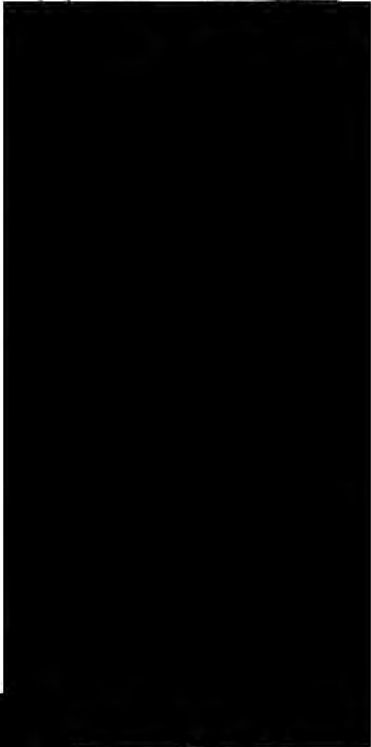
01/18/16

Revision: Original

AEROMEDEVAC, INC.
Individual Pilot Training Record
Recurrent Training

Full Name of Pilot: Jorge Berger

Basic Indoctrination Training (See Main Volume for modules)

<u>Module</u>	<u>Completion Date</u>	<u>Test Score</u>	<u>Pilot Initials</u>	<u>Instr. Initials</u>
INDOC 01	<u>5-10-21</u>	<u>Sat</u>		
INDOC 02	<u>5-10-21</u>	<u>Sat</u>		
INDOC 03	<u>5-10-21</u>	<u>Sat</u>		
INDOC 04	<u>5-10-21</u>	<u>Sat</u>		
INDOC 05	<u>5-10-21</u>	<u>Sat</u>		
INDOC 06	<u>5-10-21</u>	<u>Sat</u>		
INDOC 07	<u>5-10-21</u>	<u>Sat</u>		
INDOC 08	<u>5-10-21</u>	<u>Sat</u>		
INDOC 09	<u>5-10-21</u>	<u>Sat</u>		
INDOC 10	<u>5-10-21</u>	<u>Sat</u>		
INDOC 11	<u>5-10-21</u>	<u>Sat</u>		
INDOC 12	<u>5-10-21</u>	<u>Sat</u>		

Final test score SAT Instructor Signature 

Date 5-10-21

Reminder: FAR 135.351 requires that recurrent ground training must contain instruction in the same subjects as in initial training. This does not mean, however, that each element of initial training must be covered at each recurrent, yearly ground training session. It does mean that pertinent subject areas must be covered often enough to ensure that the crewmembers remain competent.

To allow for sufficiently in-depth coverage, The training will focus on one third of the initial training program modules, during each recurrent training session. This means that in a three year cycle, all the training modules will have been covered.¹ The instructor will determine which modules should be covered during a given recurrent training session.

The above, however, does not apply to the Emergency Training curriculum segment. *Emergency Situation Training* modules will be completed every 12 months. *Emergency Drill Training* modules will be completed every 24 months. (When hands-on training is not completed, demonstration will be used).

Flight training must also be conducted yearly unless the crewmember has satisfactorily completed a 135.293 check within the previous 12 months.²

¹ FAA Order 8400.10, Page 3-344, Par. 605

² FAR 135.351(c).

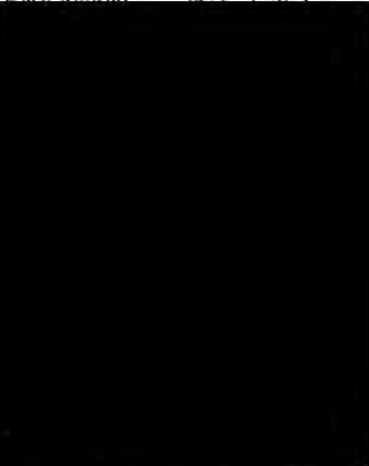
01/18/16

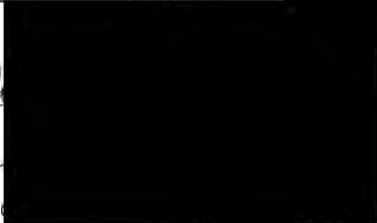
Revision: Original

AEROMEDEVAC, INC.
Individual Pilot Training Record
Recurrent Training

Large Buggi

Special Training (See Main Volume for modules)

<u>Module</u>	<u>Completion Date</u>	<u>Test Score</u>	<u>Pilot initials</u>
SPCL 01	5-10-21	Sat	
SPCL 02	5-10-21	Sat	
SPCL 03	5-10-21	Sat	
SPCL 04	5-10-21	Sat	
SPCL 05	5-10-21	Sat	
SPCL 06	5-10-21	Sat	
SPCL 07	5-10-21	Sat	
SPCL 08	5-10-21	Sat	

Final test score Sat Instructor Sign 

Date 5-10-21

Reminder: Modules SPCL 02, 06, 07, and 08 are required depending on the flight crewmember's duty assignment.

01/18/16

Revision: Original

AEROMEDEVAC, INC.
Individual Pilot Training Record
Recurrent Training

Completion of the SECOND Year of a Three Year Cycle of Recurrent Training

I certify that Jorge Bernal has satisfactorily completed all the appropriate sections of Recurrent Training for the following airplane type: SR Jet and has achieved the proficiency and knowledge to act as a SIC in accordance with all the applicable provisions of FAR Part 135.



5-16-21
Date

01/18/16

Revision: Original

AEROMEDEVAC, INC.
Individual Pilot Training Record
Recurrent Training



A test after completion of recurrent training is required by FAR 135.351. It contains three distinct test elements:

Part I:

*FAR Parts 61, 91, and 135
Company Ops Specs
GOM*

Part II:

*Aircraft Systems
Operating Procedures
Weight and Balance
Performance Data*

Part: III for Special or Unique Operations as applicable to the pilot's duty assignment.

*Lower than Standard T/O Minimums
HAZMAT
Use of an Autopilot Instead of an SIC
Cold Weather Ops
CRM
Extended Over-Water Ops
Foreign Ops
Air Ambulance Ops*

Final Test Score for all of Recurrent Training *See*

Instructor

Date

5-10-21

01/18/16

Revision: Original

AEROMEDEVAC, INC.
Individual Pilot Training Record
Recurrent Training

Emergency Training for the FIRST Year of a Three Year Cycle
(See Main Volume for modules)

<u>Module</u>	<u>Completion Date</u>	<u>Test Score</u>
EMERG 01	<u>5.6.20</u>	<u>Sat</u>
EMERG 02	<u>5.6.20</u>	<u>Sat</u>
EMERG 03	<u>5.6.20</u>	<u>Sat</u>
EMERG 04	<u>5.6.20</u>	<u>Sat</u>
EMERG 05	<u>5.6.20</u>	<u>Sat</u>
EMERG 06	<u>5.6.20</u>	<u>Sat</u>
EMERG 07	<u>5.6.20</u>	<u>Sat</u>
EMERG 08	<u>5.6.20</u>	<u>Sat</u>
EMERG 09	<u>5.6.20</u>	<u>Sat</u>
EMERG 10	<u>5.6.20</u>	<u>Sat</u>
EMERG 11	<u>5.6.20</u>	<u>Sat</u>

Final test score Sat Instructor Signature

Date 5.6.20

Emergency Training for the SECOND Year of a Three Year Cycle
(See Main Volume for modules)

<u>Module</u>	<u>Completion Date</u>	<u>Test Score</u>
EMERG 01	<u>5.10.21</u>	<u>Sat</u>
EMERG 02	<u>5.10.21</u>	<u>Sat</u>
EMERG 03	<u>5.10.21</u>	<u>Sat</u>
EMERG 04	<u>5.10.21</u>	<u>Sat</u>
EMERG 05	<u>5.10.21</u>	<u>Sat</u>
EMERG 06	<u>5.10.21</u>	<u>Sat</u>
EMERG 07	<u>5.10.21</u>	<u>Sat</u>
EMERG 08	<u>5.10.21</u>	<u>Sat</u>
EMERG 09	<u>5.10.21</u>	<u>Sat</u>
EMERG 10	<u>5.10.21</u>	<u>Sat</u>
EMERG 11	<u>5.10.21</u>	<u>Sat</u>

Final test score Sat Instructor Signature

Date 5.10.21

AIRMAN COMPETENCY/PROFICIENCY SIMULATOR – TEST/CHECK FORM Airplane Airman Certification Standards		UJFX071K TRAINING CENTER LOCATION: TUCSON, AZ	
AIR CARRIER: Aeromedevac		AIR CARRIER CERTIFICATE NUMBER: F09A	
NAME OF AIRMAN (last, first, middle initial): Bucari, Julian Jorge		TYPE OF TEST/CHECK: SIC 135.293(a)(2-3),(b)	
PILOT CERTIFICATION INFORMATION: Grade: Commerci Number: [REDACTED]		AIRCRAFT (Make/Model/Series): LR-35 "Level C" FAA #281	
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 *	
2. Performance and Limitations	S	26. Precision Approach, Manually Flown OEI	N/A
PREFLIGHT PROCEDURES		27. Precision Approach *	S
3. Preflight Assessment *	S	28. Landing from a Precision App 1800' RVR	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	N/A
7. Before Takeoff Checks *	S	32. Missed Approach with One Engine Inoperative	N/A
TAKEOFFS AND LANDINGS		33. Published Missed Approach	N/A
8. Normal Takeoff and Climb *	S	34. Holding Procedures	N/A
9. Normal Approach and Landing *	S	35. GPS/RNAV	
10. Crosswind Takeoff *	S	EMERGENCY OPERATIONS	
11. Crosswind Landing *	S	36. Emergency Procedures	S
12. Rejected Takeoff	N/A	37. Powerplant Failure during Takeoff *	S
13. Go-Around/Rejected Landing	N/A	38. Inflight Powerplant Failure and Restart *	
INFLIGHT MANEUVERS		39. Approach and Landing with a Powerplant Failure *	
14. Steep Turns	N/A	40. Precision App. (Manually Flown) with Powerplant Failure	N/A
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	
17. Partial Flap Configuration Stall Prevention	S	43. Parking and Securing	
18. Clean Configuration Stall Prevention	S	REMARKS	
19. Landing Configuration Stall Prevention	S	Item 19 Retrained, Rechecked Item 21 Unsatisfactory Items 23, 25, 35, 38, 39, 42, and 43 not evaluated	
INSTRUMENT PROCEDURES			
20. Instrument Takeoff 600' RVR	S		
21. Departure Procedures	U		
22. Arrival Procedures	S		
23. Nonprecision Approach *			
24. Nonprecision App. (Manually Flown) with Course Reversal	N/A		
DIFFERENCES: N/A			
FSB REQUIRED QUALIFICATION EVENTS: All FSB required qualification events were conducted within the maneuvers shown above. N/A			
USE OF AUTOPILOT WITHOUT SIC - 135.297(g): N/A			
NAME OF EVALUATOR: SHAWN R. FLEMING		DATE & DURATION OF CHECK: May 21, 2021 1.8	FAA OBSERVATION (if appropriate):
SIC: [REDACTED]		RESULT OF CHECK: Unsatisfactory	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:	

AIRMAN COMPETENCY/PROFICIENCY SIMULATOR -- TEST/CHECK FORM Airplane Airman Certification Standards		UJFX071K TRAINING CENTER LOCATION: TUCSON, AZ	
AIR CARRIER: Aeromedevac		AIR CARRIER CERTIFICATE NUMBER: F09A	
NAME OF AIRMAN (last, first, middle initial): Bugai, Jorge		TYPE OF TEST/CHECK: SIC 135.293(a)(2-3),(b)	
PILOT CERTIFICATION INFORMATION: Grade: COM Number: [REDACTED]		AIRCRAFT (Make/Model/Series): LR-35 "Level C" FAA #281	
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 *	S
3. Preflight Assessment *	S	28. Landing from a Precision App 1800'RVR	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	N/A
7. Before Takeoff Checks *	S	32. Missed Approach with One Engine Inoperative	N/A
TAKEOFFS AND LANDINGS		33. Published Missed Approach	N/A
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	N/A	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 App. (Manually Flown) with Powerplant Failure	N/A
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 600'RVR	S		
21. Departure Procedures	S		
22. Arrival Procedures	S		
23. Nonprecision Approach *	S		
24. Nonprecision App. (Manually Flown) with Course Reversal	N/A		
DIFFERENCES: N/A			
FSB REQUIRED QUALIFICATION EVENTS: All FSB required qualification events were conducted within the maneuvers shown above. N/A			
USE OF AUTOPILOT WITHOUT SIC - 135.297(g): N/A			
NAME OF EVALUATOR: Kim A. Jensen		DATE & DURATION OF CHECK: Jun 30, 2021 2.5	
SIGNATURE OF EVALUATOR: [REDACTED]		FAA OBSERVATION (if appropriate):	
		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:

AIRMAN COMPETENCY/PROFICIENCY SIMULATOR -- TEST/CHECK FORM Airplane Airman Certification Standards		UJFX071K TRAINING CENTER LOCATION: TUCSON, AZ	
AIR CARRIER: Aeromedevac		AIR CARRIER CERTIFICATE NUMBER: F09A	
NAME OF AIRMAN (last, first, middle initial): Bugaj, Jorge		TYPE OF TEST/CHECK: SIC 135.293(a)(2-3),(b)	
PILOT CERTIFICATION INFORMATION: Grade: COM [REDACTED]		AIRCRAFT (Make/Model/Series): LR-35 "Level C" FAA #281	
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 *	S
3. Preflight Assessment *	S	28. Landing from a Precision App 1800°RVR	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	N/A
7. Before Takeoff Checks *	S	32. Missed Approach with One Engine Inoperative	N/A
TAKEOFFS AND LANDINGS		33. Published Missed Approach	N/A
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	N/A	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 App. (Manually Flown) with Powerplant Failure	N/A
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 600°RVR	S		
21. Departure Procedures	S		
22. Arrival Procedures	S		
23. Nonprecision Approach *	S		
24. Nonprecision App. (Manually Flown) with Course Reversal	N/A		
DIFFERENCES: N/A			
FSB REQUIRED QUALIFICATION EVENTS: All FSB required qualification events were conducted within the maneuvers shown above. N/A			
USE OF AUTOPILOT WITHOUT SIC - 135.297(g): N/A			
NAME OF EVALUATOR: Kim A. Jensen		DATE & DURATION OF CHECK: Jun 30, 2021 2.5	FAA OBSERVATION (if appropriate):
S [REDACTED]		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)	GIVEN IN LATE BASEMENT		
Instrument Proficiency - 135.297	MAY		
Use of Autopilot without SIC - 135.297(g)			
MEDICAL INFO - DOB:	Exam Date:	Class:	

AIRMAN COMPETENCY/PROFICIENCY SIMULATOR – TEST/CHECK FORM Airplane Airman Certification Standards		UJFX071K TRAINING CENTER LOCATION: TUCSON, AZ	
AIR CARRIER: Aeromedevac		AIR CARRIER CERTIFICATE NUMBER: F09A	
NAME OF AIRMAN (last, first, middle initial): Bugaj, Julian Jorge		TYPE OF TEST/CHECK: SIC 135.293(a)(2-3),(b)	
PILOT CERTIFICATION INFORMATION: Grade: Commerci [REDACTED]		AIRCRAFT (Make/Model/Series): LR-35 "Level C" FAA #281	
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 *	
2. Performance and Limitations	S	26. Precision Approach, Manually Flown OEI	N/A
PREFLIGHT PROCEDURES		27. Precision Approach *	S
3. Preflight Assessment *	S	28. Landing from a Precision App 1800' RVR	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	N/A
7. Before Takeoff Checks *	S	32. Missed Approach with One Engine Inoperative	N/A
TAKEOFFS AND LANDINGS		33. Published Missed Approach	N/A
8. Normal Takeoff and Climb *	S	34. Holding Procedures	N/A
9. Normal Approach and Landing *	S	35. GPS/RNAV	
10. Crosswind Takeoff *	S	EMERGENCY OPERATIONS	
11. Crosswind Landing *	S	36. Emergency Procedures	S
12. Rejected Takeoff	N/A	37. Powerplant Failure during Takeoff *	S
13. Go-Around/Rejected Landing	N/A	38. Inflight Powerplant Failure and Restart *	
INFLIGHT MANEUVERS		39. Approach and Landing with a Powerplant Failure *	
14. Steep Turns	N/A	40. Precision App. (Manually Flown) with Powerplant Failure	N/A
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	
17. Partial Flap Configuration Stall Prevention	S	43. Parking and Securing	
18. Clean Configuration Stall Prevention	S	REMARKS	
19. Landing Configuration Stall Prevention	S	Item 19 Retrained, Rechecked Item 21 Unsatisfactory Items 23, 25, 35, 38, 39, 42, and 43 not evaluated	
INSTRUMENT PROCEDURES			
20. Instrument Takeoff 600' RVR	S		
21. Departure Procedures	U		
22. Arrival Procedures	S		
23. Nonprecision Approach *			
24. Nonprecision App. (Manually Flown) with Course Reversal	N/A		
DIFFERENCES: N/A			
FSB REQUIRED QUALIFICATION EVENTS: All FSB required qualification events were conducted within the maneuvers shown above. N/A			
USE OF AUTOPILOT WITHOUT SIC - 135.297(g): N/A			
NAME OF EVALUATOR: SHAWN R. FLEMING		DATE & DURATION OF CHECK: May 21, 2021 1.8	FAA OBSERVATION (if appropriate):
[REDACTED]		RESULT OF CHECK: Unsatisfactory	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:	

AIRMAN COMPETENCY / PROFICIENCY CHECK FAR 135				LOCATION TUCSON, AZ		DATE OF CHECK 4 JUN 2020	
NAME OF AIRMAN (last, first, middle initial) Bugaj, Julian J.				TYPE OF CHECK FAR 135.293 ☒ FAR 135.297 ☐ FAR 135.299 ☐			
PILOT CERTIFICATION INFORMATION:		GRADE Commercial		MEDICAL INFORMATION: Date of Exam. 19 MAY 2020 Date of Birth 16-Aug-54 Class SECON			
EMPLOYED BY Aeromedavac		BASED AT (City, State) El Cajon, CA		TYPE AIRPLANE (Make/Model) Simulator/Training Device (Make/Model) FAA #45B/LR-31A "Level D"			
NAME OF CHECK AIRMAN		SIG. OF CHECK AIRMAN		FLIGHT TIME		SIMULATOR TIME 1.9	
FLIGHT MANEUVERS GRADE (S-Satisfactory U-Unsatisfactory W-Waived)							
PILOT				Cert # F09A4761			
Seat Position: SIC		Air-craft	Simu-lator	Trng Dev.	Air-craft	Simu-lator	Trng Dev.
PREFLIGHT				HELICOPTER			
1. Equipment Examination (Oral or written)				1. Ground and/or Air Taxi			
2. Preflight Inspection (Pictorial)				2. Hovering Maneuvers			
3. Taxiing				3. Normal & Crosswind T.O. & Landings			
4. Powerplant Checks				4. High Altitude Takeoffs & Landings			
TAKEOFFS				5. Sim. Engine Failure			
5. Normal				6. Confined Areas, Slopes, & Pinnacles			
6. Instrument 600 RVR				7. Rapid Deceleration (Quick Stops)			
7. Crosswind				8. Autorotations (Single Engine)			
8. With Simulated Powerplant(s) Failure				9. Hovering Autorotations (Single Engine)			
9. Rejected Takeoff				10. Tail Rotor Failures (Oral)			
INFLIGHT MANEUVERS				11. Settling With Power (Oral or Flight)			
10. Steep Turns				SEAPLANE OPERATION			
11. Approaches to Stalls				1. Taxiing, Sailing, Docking			
12. Specific Flight Characteristics				2. Step Taxi & Turns			
13. Powerplant Failure				3. Glassy/ Rough Water T.O./ Landings			
LANDINGS				4. Normal Takeoff & Landings			
14. Normal				5. Crosswind T.O. & Landings			
15. From an ILS 1800 RVR				OTHER			
16. Crosswind				6. Ski Plane Ops. (when applicable)			
17. With Simulated Powerplant(s) Failure				GENERAL			
18. Rejected Landing				7. Judgment			
19. From a Circling Approach				8. Crew Coordination			
EMERGENCIES				Airman Competency Information:			
20. Normal and Abnormal Procedures				Demonstrated Current Knowledge FAR 135.293(a)			
21. Emergency Procedures				Make/Model Expires (12 months) (5 - 2021)			
INSTRUMENT PROCEDURES				Demonstrated Competency FAR 135.293(b)			
22. Area Departure				Make/Model Expires (12 months) ()			
23. Holding				Satisfactorily Demonstrated Line Checks			
24. Area Arrival				FAR 135.299 Expires (12 months) ()			
25. ILS Approaches (Normal/ Coupled)				Satisfactorily Demonstrated IFR Proficiency			
26. Other Instrument Approaches:				FAR 135.297 Expires (6 months) ()			
LOC				Use of Autopilot (xx) (Is not) Authorized			
GPS				Expires (12 months) ()			
ILS (Single Engine)				REMARKS:			
Other (Specify)				Operator responsible for tracking and entering Airman's base months.			
27. Circling Approaches				135.293 (a)(2)(3) Only.			
28. Missed Approaches				Recovery from Unusual Attitudes completed.			
29. Comm/Nav. Procedures				Zero Flap or non-standard flap approach & landing completed.			
30. Use of Auto. Pilot				ITEM 26 RETAINED, RECHECKED GIVEN IN GRACE			
Result of Check		☒ Approved ☐ Disapproved		CHECK AIRMAN'S PERFORMANCE (FAA Only)		☐ Satisfactory ☐ Unsatisfactory	
REGION		DISTRICT OFFICE		FAA INSPECTOR'S SIGNATURE			

AIRMAN COMPETENCY/PROFICIENCY CHECK FAR 135				LOCATION SEE		DATE OF CHECK 5.6.2020	
NAME OF AIRMAN (last, first, middle initial) Bugas, Julian J.				TYPE OF CHECK FAR 135.293 ☒ FAR 135.297 ☐ FAR 135.299 ☐			
PILOT CERTIFICATION INFORMATION: Grade Commercial		MEDICAL INFORMATION: Date of Exam. 5.23.2019		Date of Birth [REDACTED]		Class Solo	
EMPLOYED BY: AEROMEDICAL		BASED AT (City, State) El Centro, CA		TYPE OF AIRPLANE (Make/Model)			
NAME OF CHECK AIRMAN Richard Jones		[REDACTED]		Simulator/Training Device (Make/Model)			
				FLIGHT TIME			
FLIGHT MANEUVERS GRADE (S - Satisfactory U - Unsatisfactory)							
PILOT							
				Air-craft	Simu-lator	Tmg. Dev.	
PREFLIGHT							
1. Equipment Examination (Oral or Written)				S			
2. Preflight Inspection							
3. Taxiing							
4. Powerplant Checks							
TAKEOFFS							
5. Normal							
6. Instrument							
7. Crosswind							
8. With Simulated Powerplant Failure							
9. Rejected Takeoff							
INFLIGHT MANEUVERS							
10. Steep Turns							
11. Approaches to Stalls							
12. Specific Flight Characteristics							
13. Powerplant Failure							
LANDINGS							
14. Normal							
15. From an ILS							
16. Crosswind							
17. With Simulated Powerplant(s) Failure							
18. Rejected Landing							
19. From Circling Approach							
EMERGENCIES							
20. Normal and Abnormal Procedures							
21. Emergency Procedures							
INSTRUMENT PROCEDURES							
22. Area Departure							
23. Holding							
24. Area Arrival							
25. ILS Approaches							
26. Other Instrument Approaches							
Approaches: NDB/ADF							
VOR							
ILS							
Other (Specify)							
27. Circling Approaches							
28. Missed Approaches							
29. Comm. / Nav. Procedures							
30. Use of Auto Pilot							
RESULT OF CHECK				☒ Approved ☐ Disapproved			
REGION Western Pacific				DISTRICT OFFICE San Diego FSDO		CHECK AIRMAN'S PERFORMANCE (FAA Only) ☐ Satisfactory ☐ Unsatisfactory	
				FAA INSPECTOR'S SIGNATURE			

FAA Form 8410-3 (6-81)

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AIRMAN COMPETENCY / PROFICIENCY CHECK FAR 135				LOCATION TUCSON, AZ		DATE OF CHECK 13 May 2019	
NAME OF AIRMAN (last, first, middle initial) BUGAJ, JULIAN J.				TYPE OF CHECK FAR 135.293 ☒ FAR 135.297 ☐ FAR 135.299 ☐			
PILOT CERTIFICATION INFORMATION:		GRADE NUMBER COMMERCIAL		MEDICAL INFORMATION: Date of Exam. 25 Oct 2017 Class SECOND			
EMPLOYED BY AEROMEDEVAC		BASED AT (City, State) EL CAJON, CA		TYPE AIRPLANE (Make/Model) Simulator/Training Device (Make/Model) LR-JET 35A #281			
				FLIGHT TIME		SIMULATOR TIME 2.1	
FLIGHT MANEUVERS GRADE (S-Satisfactory U-Unsatisfactory W-Waived)							
PILOT				F09A			
SIC		Air-craft	Simu-lator	Trng Dev.	Air-craft	Simu-lator	Trng Dev.
PREFLIGHT				HELICOPTER			
1. Equipment Examination (Oral or written)				Ground and/or Air Taxi			
2. Preflight Inspection (Pictorial)				2. Hovering Maneuvers			
3. Taxiing				3. Normal & Crosswind T.O. & Landings			
4. Powerplant Checks				4. High Altitude Takeoffs & Landings			
TAKEOFFS				5. Sim. Engine Failure			
5. Normal				6. Confined Areas, Slopes, & Pinnacles			
6. Instrument 600 RVR				7. Rapid Deceleration (Quick Stops)			
7. Crosswind				8. Autorotations (Single Engine)			
8. With Simulated Powerplant(s) Failure				9. Hovering Autorotations (Single Engine)			
9. Rejected Takeoff				10. Tail Rotor Failures (Oral)			
INFLIGHT MANEUVERS				11. Settling With Power (Oral or Flight)			
10. Steep Turns				SEAPLANE OPERATIONS			
11. Approaches to Stalls				1. Taxiing, Sailing, Docking			
12. Specific Flight Characteristics				2. Step Taxi & Turns			
Powerplant Failure				3. Glassy/ Rough Water T.O./ Landings			
LANDINGS				4. Normal Takeoff & Landings			
14. Normal				5. Crosswind T.O. & Landings			
15. From an ILS 1800 RVR				OTHER			
16. Crosswind				6. Ski Plane Ops. (when applicable)			
17. With Simulated Powerplant(s) Failure				GENERAL			
18. Rejected Landing				7. Judgment			
19. From a Circling Approach				8. Crew Coordination			
EMERGENCIES				Airman Competency Information:			
20. Normal and Abnormal Procedures				Demonstrated Current Knowledge FAR 135.293(a)			
21. Emergency Procedures				Make/Model Expires LR 35 (12 months) (May 2020)			
INSTRUMENT PROCEDURES				Demonstrated Competency FAR 135.293(b)			
22. Area Departure				Make/Model Expires LR 35 (12 months) (May 2020)			
23. Holding				Satisfactorily Demonstrated Line Checks			
24. Area Arrival				FAR 135.299 Expires (12 months) ()			
25. ILS Approaches (Normal/ Coupled)				Satisfactorily Demonstrated IFR Proficiency			
26. Other Instrument Approaches:				FAR 135.297 Expires (6 months) ()			
Approaches: NDB/ADF				Use of Autopilot (xx) (is not) Authorized			
VOR				Expires (12 months) ()			
ILS (Single Engine)				REMARKS 135.293(a)(2-3) & (b).			
Other (Specify) GPS				Recovery from unusual attitudes complete			
27. Circling Approaches				Zero flap or non-standard flap approach & landing completed ✓			
28. Missed Approaches							
29. Comm/Nav. Procedures							
Use of Auto. Pilot							
Result of Check		☒ Approved ☐ Disapproved		CHECK AIRMAN'S PERFORMANCE (FAA Only)		☐ Satisfactory ☐ Unsatisfactory	
REGION		DISTRICT OFFICE		FAA INSPECTOR'S SIGNATURE			