~ JETPROP & RECIPROCATING AIRCRAFT TRAINING SYLLABUS ~

ONLINE TRAINING AND FLIGHT TRAINING WITH AN INSTRUCTOR.

Pre On-Site Aircraft Training (Online Training):

Each client will have access to online training of specific and/or customized aircraft at www.roncoxaviation.com. Normal online training completion time is approximately six - ten hours with chapter quizzes and a final exam. All chapter quizzes and the final exam are graded and retained for review with Instructor during ground school. Below is an overview of the Online Training Curricula, chapters may vary depending upon the type of aircraft.

Chapter 1: "GENERAL AIRCRAFT" - covers the exterior and interior details of the aircraft.

Chapter 2: "ENGINE AND PROPELLER SYSTEMS" - All sections of the engine are discussed with electronic call outs and specific high lights regarding the nomenclature and specific operational procedures regarding the safe operation of the engine to include SB, SL, and AD's issued by the engine manufacturer of the engine.

Chapter 3: "ELECTRICAL SYSTEMS" - Includes several operational charts diagraming the Primary and Secondary Electrical fields specific to the aircraft. Electronic interactive modules show normal, abnormal, and emergency operations of the electrical systems of the aircraft.

Chapter 4: "LANDING GEAR AND HYDRAULIC SYSTEMS" of the aircraft. Programs shows accumulators and gear actuators used in the landing gear of the aircraft. Includes pre-flight of the landing gear and possible malfunctions of the landing gear both on the ground and in-flight that will be displayed on the Honeywell Apex MFD's.

Chapter 5: "PRESSURIZATION AND ENVIRONMENTAL SYSTEMS" of the aircraft to include the Modular Avionics Unit (MAU) control of the systems displayed on the APEX Honeywell MFD. Automation of the Pressurization of the Environmental through the MAU to include the operation of the heating and cooling systems of the aircraft that are digitally displayed in the aircraft. Call outs and highlight boxes draw the pilot's attention to specific issues and operational concerns of the Pressurization and Environmental Systems.

Chapter 6: "FLIGHT CONTROLS" includes all integrated aileron, elevator, and rudder controls that use cable and electronic motors to control manual and electronic actuators to boost the flight control systems of the aircraft. The in of the Primary and Secondary actuator controls of the elevator and rudder systems of the aircraft.

Chapter 7: "NAVIGATIONAL SYSTEMS" Apex Navigational Units includes programming the primary and secondary FMS navigational systems in the aircraft.

Chapter 8: "WEIGHT AND BALANCE" planning using a electronic program provided by the aircraft manufacturer, downloadable from the internet. This module shows the loading possibilities of the aircraft.

Chapter 9: "FLIGHT PROFILES" for normal and abnormal operations of the aircraft.

Chapter 10: "EMERGENCY PROCEDURES" referencing the Electronic Quick Reaction Format (QRH) produced by aircraft Manufacturer.

On-site Training (Per Individual Client):

Day One:

Eight hours of "Ground School" instruction aided by "Online Training", and Powerpoint Presentations with an Aircraft Instructor.

Day Two:

Pre-Flight and Flight Planning	.....	1.5 hours
Flight One: Normal taxi, take-off, and aerial contact work to include slow flight, stalls, Manual Override Operations, Runway Trim, Normal, Short Field, and Crosswind Take-off and Landing Procedures.	.....	2.5 hours
Post Flight and Debrief	.....	.5 hours
Flight Two: Instrument Procedures to include flight planning the Apex FMS for cross country and instrument approach procedures. RNAV and ILS type approaches to include go-around mode on the autopilot. Partial Panel and intersection holding operations programmed and non-published.	....	2.5 hours
Post Flight and Debrief	.....	.5 hours
	Aircraft Flight Time (Day Two)	7.5 hours

Day Three:

Flight One: Pre-flight and Flight Planning to include uploading and editing the Apex FMS	.....	1.5 hours
LOFT flights to include high altitude, mountainous terrain flights	.....	3.0 hours
Post Flight and Debrief	.....	.5 hours
Flight Two: Emergency and Partial Panel operations with multiple local instrument approaches	.....	2.5 hours
Post Flight and Debrief	.....	.5 hours
	Aircraft Flight Time (Day Three)	8.0 hours
	Total Aircraft Flight Time	**15.5 hours**