

SYLLABUS

COURSE # AND TITLE:

AVIA-267 Introduction to Jet Training

OF CREDITS

3 Credit Hours

CATALOG DESCRIPTION:

Introduces students to advanced technology and the automated flight deck. Aviation students will complete their final semester in the Ascent® Jet Flight Training Device. The technology covered will include Flight Management System (FMS), Autopilot, and the Electronic Flight Information System (EFIS).

LEARNING OBJECTIVES:

1. Develop the skills necessary to perform normal/ abnormal/ emergency procedures associated with the CL-65.
2. While students are primarily graded and checked on their performance as the Flying Pilot (FP), from the First Officer Pilot position, all students will additionally be required to and be graded on their ability to operate as the Non-Flying Pilot (NFP) from the Captain Pilot position.
3. Students should expect to show **1 hour prior** to their designated simulator session time for a crew pre-briefing. Each briefing will include information about the planned session as well as any MEL/CDL items or discrepancies for the simulator.
4. To familiarize the student with location, operation, and activation procedures of all aircraft systems; and to develop the use of all normal checklists.
5. Develop the student's ability to handle the aircraft and proper checklist usage
6. Develop the student's knowledge and skill in performing high altitude maneuvers and procedures.

EXPECTED LEARNING OUTCOMES:

Upon successful completion of this course the student will possess the ability to:

1. Demonstrate proficiency and knowledge of normal/ abnormal/ emergency procedures as outlined in the CL-65 CFM.
2. Perform to the standards shown in the *Practical Test Standards, AIRLINE TRANSPORT PILOT – AIRPLANE*
3. Perform performance data calculations and utilize the correct procedures for a reduced thrust takeoff
4. Recognize and correctly respond to selected abnormal and emergency procedures
5. Perform right seat tasks for normal takeoffs and landings, engine failures occurring during takeoff at V 1, single engine ILS approaches to landing, and rejected takeoffs.
6. Maintain altitude within ± 100 feet of the prescribed altitude during initial approach, and within -0 to +50 feet of MDA or DA, as appropriate
7. Control airspeed within ± 10 knots of the recommended airspeed for the airplane configuration from the IAF to the FAF inbound, and within -0 to +10 knots of reference airspeed with appropriate wind/gust factor adjustment from the FAF to MDA or DA, as appropriate.
8. The student recognizes and correctly responds to selected emergency and abnormal situations.

This syllabus developed by: Gerry Klucar date: November 6, 2006

This syllabus reviewed by: _____ date: _____.