



**Professional
Flight
Training**



TRAINING COURSE INFORMATION
CE-500 Initial Type Rating & CE-500 Single Pilot Exemption Initial

Dear Applicant,

Thank you for interest in working with Professional Flight Training. Listed below is important information regarding your CE-500 Initial Type Rating and Single Pilot Exemption to be conducted in your aircraft.

Tuition Overview

CE- 500 Initial Type Rating	\$4,900
CE-500 Single Pilot Exemption Initial	\$5,000

*2nd course eligible for 10% off discount if conducted at the same time

***A non-refundable retainer of \$2,000 per course is required to complete enrollment process and assign enrollment date. Tuition balance is due one week prior to start date.*

Additional Fees

DPE Checkride Fee	\$1,750
Mentoring/ Pilot Services daily rate (if needed)	\$800

**Instructor & FAA DPE Examiner Travel Expenses when applicable, will be added to the invoice and submitted to applicant for approval. Travel expenses must be paid in full prior to confirm scheduling.*

Attached you will find:

Enrollment Process

- Training Course Application (PDF Fillable)
- Required Document Checklist

Please complete Training Course Application and along with applicable items in Required Document Checklist via Email, Fax, or US Postal Service.

In order to complete enrollment process and schedule training, Training Course Application and Required Documents must be received

Condition and Limitations

1. This exemption applies only to operations conducted under Part 91.
2. Each pilot conducting single-pilot operations must:
 - a. Before operations, complete a single-pilot training program approved by the FAA's General Aviation and Commercial Division, AFS-800, 800 Independence Avenue, SW., Washington, D.C. 20591;
 - b. Hold a current class I or II airman medical certificate;
 - c. Hold an airline transport pilot certificate with a CE-500 type rating or commercial pilot certificate with an airplane instrument rating and CE-500 type rating;
 - d. Have logged at least 1,000 hours of total pilot flight time, including at least 50 hours of night flight time, 75 hours of instrument flight time, 40 hours of instrument flight time in actual instrument meteorological conditions, and 500 hours as pilot in command (PIC) or second in command (SIC) or a combination of both in turbine-powered airplanes;
 - e. Not perform any circling instrument approaches to minimums of less than 200 feet and 1 mile above the published minimums until completion of at least 100 hours of single-pilot flight experience in Cessna 500-series airplanes;
 - f. Not perform any straight-in instrument approaches to minimums of less than 100 feet and 1/2 mile above the published minimums until completion of at least 100 hours of single-pilot flight experience in a Cessna 500-series airplane;
 - g. Use a boom microphone; and
 - h. Use a fully functioning autopilot controllable about three axes and capable of approach coupling.
3. The single-pilot initial authorization and authorization renewal training program will include the following:
 - a. Ground instruction that includes the following aeronautical knowledge areas:
 - i. Safe and efficient operation of aircraft;
 - ii. Weight and balance computations;
 - iii. Use of performance charts;

- iv. Significance and effects of exceeding aircraft performance limitations;
 - v. Principles and functions of aircraft systems;
 - vi. Maneuvers, procedures, and emergency operations appropriate to the aircraft; and
 - vii. Night and high-altitude operations.
- b. Airplane/flight simulator instruction that includes the following areas of operation:
- i. Preflight preparation;
 - ii. Preflight procedures;
 - iii. Takeoff and departure phase;
 - iv. In-flight maneuvers;
 - v. Instrument procedures;
 - vi. Landings and approaches to landing;
 - vii. Normal and abnormal procedures;
 - viii. Emergency procedures; and
 - ix. Postflight procedures.
- c. The instruction required in condition No. 5b may be completed in one of the following two ways:
- i. In an approved flight simulator, qualified as a Level B, Level C, or Level D flight simulator, provided the applicant has performed three takeoffs and three landings to a full stop as the sole manipulator of the flight controls in the Cessna 500-series make and model airplane within the preceding 90 days; or
 - ii. In an approved flight simulator, qualified as a Level A flight simulator, provided the applicant has accomplished the following maneuvers and procedures in the Cessna 500-series make and model airplane:
 - A. Preflight inspection;
 - B. Taxiing;
 - C. Normal takeoff;
 - D. Crosswind takeoff;
 - E. Instrument landing system (ILS) approach;
 - F. Missed approach;
 - G. Simulated powerplant failure;
 - H. Normal landing;
 - I. Crosswind landing; and
 - J. Landing with simulated powerplant failure.
4. An applicant seeking initial single-pilot authorization or renewal of a single-pilot authorization in a Cessna 500-series airplane must accomplish the following:

- a. Satisfactorily complete a course of training given by an authorized instructor employed by PFT that includes the training requirements as specified in the FAA-approved training course;
 - b. Satisfactorily accomplish the entire practical test in one of the following three ways:
 - i. In flight in the Cessna 500-series make and model airplane;
 - ii. In an approved flight simulator, qualified as a Level B, Level C, or Level D flight simulator, provided the applicant has performed three takeoffs and three landings to a full stop as the sole manipulator of the flight controls in the Cessna 500-series make and model airplane within the preceding 90 days; or
 - iii. In an approved flight simulator, qualified as a Level A flight simulator, provided the applicant has accomplished the following maneuvers and procedures in the Cessna 500-series make and model airplane:
 - A. Preflight inspection;
 - B. Taxiing;
 - C. Normal takeoff;
 - D. Crosswind takeoff;
 - E. ILS approach;
 - F. Missed approach;
 - G. Simulated powerplant failure;
 - H. Normal landing;
 - I. Crosswind landing; and
 - J. Landing with simulated powerplant failure.
 - c. Satisfactorily accomplish the final practical test, which must be conducted—
 - i. Within 10 days after the training has been completed; and
 - ii. By an appropriately rated FAA-designated pilot examiner or an FAA inspector who is qualified and authorized to conduct tests in the Cessna-500 series airplanes;
 - d. Except as provided in condition No. 10, comply with the practical test requirements and standards appropriate to the grade and class of pilot certificate the applicant holds, and demonstrate proficiency in circling approaches both to the left and right; and
 - e. Satisfactorily perform all maneuvers and procedures throughout the entire practical test as a single pilot.
5. PFT will provide a copy of this exemption to each person who is authorized to operate under the provisions of this exemption.
 6. Each operator must carry a copy of this exemption on board each airplane when operating under the provisions of this exemption.

7. The circling approach requirement must be accomplished in an airplane in flight or in a simulator equipped with a visual system that permits accomplishment of the circling approach task.
8. If the simulator used is not qualified for conduct of the circling maneuver and the applicant does not demonstrate the circling maneuver—
 - a. The applicant's records will be annotated with the statement: "Demonstration of circling approach was not accomplished"; and
 - b. The applicant will be restricted from performing circling approaches as PIC when weather conditions are less than basic visual flight rules weather minimums until the circling approaches have been satisfactorily demonstrated in an actual airplane or simulator qualified for the circling maneuver to an FAA inspector or designated pilot proficiency examiner.
9. A person who previously has received single-pilot authorization in a Cessna Citation model 500, 550, and S550 aircraft must receive the FAA-approved differences training to obtain single-pilot authorization for a different Cessna Citation model.
10. A person requesting single-pilot authorization must satisfactorily accomplish ground- and flight-simulator training in accordance with the FAA-approved single-pilot training program and must receive training on the differences between the model represented by the simulator in which training is received and the Cessna Citation model for which single-pilot authorization is requested.
11. A single-pilot authorization will be valid for 12 calendar months. A person who renews a single-pilot authorization in the calendar month before or after the calendar month in which it is due is considered to have renewed the single-pilot authorization when due.
12. The Cessna Citation model 500, 550, and S550 aircraft permitted to be used under the terms of this grant of exemption must have the following equipment installed and operational:
 - a. Autopilot with approach coupling;
 - b. Flight director system;
 - c. Boom microphone; and
 - d. Transponder "ident" switch on pilot's control wheel.
13. Upon request, PFT will provide the FAA's General Aviation and Commercial Division, AFS-800, 800 Independence Avenue, SW., Washington, D.C. 20591, with an analysis of operations conducted under this exemption with respect to operational exposure, accident/incident data, and any known problem areas. In addition, PFT will maintain the following records—
 - a. The name, address, and dates of training enrollment and completion of each applicant who enrolls in its training course;
 - b. The date and location where the practical test was conducted, including the name of the FAA-designated examiner or FAA inspector conducting the test;
 - c. The names of those applicants who require more flight training to pass the initial authorization or authorization renewal than that prescribed in the FAA-approved training course;

- d. The amount of additional training hours required by each applicant listed in accordance with condition No. 18a to pass the flight check;
 - e. A list of those pilots who—
 - i. Failed to complete the training program satisfactorily; or
 - ii. Withdrew from the program and the reasons for the withdrawal; and
 - f. The name, certificate number, and address of each person who is authorized to operate under this exemption.
14. No person may provide training nor may any person receive training while passengers are on board the aircraft during operations conducted under the privileges of this exemption.

Payment Options

1. Make check payable to: Professional Flight Training Inc.
2. Mailing Address: 19 Airport Road
Scotia, NY 12302
3. Deposit Tuition by wire transfer to:

1st National Bank of Scotia
201 Mohawk Avenue
Scotia, NY 12302
(518) 370-7265

Professional Flight Training, Inc.
Business Checking Account Number: 0155604709
Routing Number: 021310711

4. Credit Card (5% processing fee applies)

Start Date

Once Training Course Application, all applicable required documents and appropriate Tuition deposits has been received, we will send you a start date confirmation along with study material for you to study prior to start of class. On class start date please bring all study material, proper identification, and balance of course tuition payment.

DPE Checkride Reservation Date & Fee

Once the enrollment process is completed, FFC will contact your assigned DPE and schedule the Flight Exam appointment for applicant. Please note Course Tuition Fee does not include exam fee. Please bring a check payable to the assigned DPE on flight exam date.

Aircraft Insurance Information

****Only applicable when training in customer's aircraft****

Please contact your insurance provider and advise them Professional Flight

Training will be conducting your training.

Have your insurance provider issue and email us a letter of subrogation, listing Professional Flight Training as approved Flight Training Center and additional insured during the time of training.

See sample Subrogation Letter below.

Professional Flight Training, is a Approved Flight Training Center and its officers, agents, and employees are included as Additional Insureds and provided with a Hold Harmless and Waiver of Subrogation as respects to Physical Damage Coverage, but only as respects the operations of the Named Insured and only as respects flight training.

Course Outline

The Initial Type Rating Course consists of completion of two segments prior to taking the Type Rating Flight Exam with your assigned DPE.

1- Ground Segment 24 credits

The ground segment consists of multiple study modules.

Applicants must complete all course modules in order to earn required course credits. Credits may be earned by completing course modules via home study with instructor support.

Final credits must be earned during classroom training.

2- Flight Segment 10 credits

The flight segment consists of completion of three flight lesson plans.

Each lesson plan earns applicant 3 credits, with remaining credit earned via oral examination in preparation for the Type Rating oral and flight exam.

Course Completion 5-7 days

Training Locations

We look forward to working with you.

Director of Training

