

Beechcraft King Air BE350 Recurrent Training

The King Air BE350 Simulator Recurrent Training is designed for pilots that regularly fly the aircraft, equipped with Collins Pro Line 21 Avionics, and are required to complete a recurrent training program.*

The objective of the Simulator Recurrent Training is to provide a structured program based on evidence-based training principles planning training elements that are regularly practiced. It is divided into three components:

- Aircraft systems and performance review
- Two simulator training exercises each covering a section of the training
- An Instrument Proficiency Check

The King Air BE350 Recurrent Training is a 4-day program and is conducted at our Simulator and Flight Training Centre located at the Sunshine Coast Airport in Queensland, Australia. Pilots will have access to a Level D King Air BE350 Full Flight Simulator on site to complete their training.

To be eligible to commence the King Air 350 Recurrent Training program, you must hold a Type Rating on the King Air 350

*Please note, pilots currently operating non-Pro Line 21 aircraft will be required to complete a Collins Pro Line 21 Familiarisation Course in addition to the course outline. Flight crew that have not flown the aircraft type within 12 months will require an assessment to determine any additional training requirements.

Course Overview

Training Elements	Single pilot	Two pilots or Multi -crew
Ground school	9.0 hours	9.0 hours
Briefings	5.0 hours	7.0 hours
King Air 350 Full Flight Simulator	4.0 hours	8.0 hours
Instrument Proficiency Check	2.0 hours	4.0 hours
TOTAL	4 days	5 days

Ground School

This curriculum is to refresh the critical aspects of the subject matter and not to re-teach the material. The course will fill any gaps in the pilot's knowledge base and provide additional useful information that will enhance knowledge.

- Pre-flight inspection
- Limitations
- Memory Items
- Aircraft general
- Electrical system
- Lighting
- Master warning system
- Fuel system
- Powerplant
- Fire protection systems
- Pneumatic system
- Ice and rain protection systems
- Environmental systems
- Pressurisation system
- Hydraulic systems
- Landing gear and brakes
- Flight controls
- Oxygen system
- Collins Pro Line 21 avionics
- Flight planning, loading and performance

At the end of the ground school, the pilot must demonstrate adequate knowledge to pass a written exam on aircraft systems, flight planning, weight and balance, and performance.

Simulator Sessions

The simulator training program will involve both normal and abnormal scenario-based training to be completed to a competency level expected at each stage of the recurrency process. There will be two simulator sessions, normal/abnormal operations, each taking approximately 2 hours (4 hours for multi crew) with an additional hour and a half for briefing.

At the end of the simulator sessions, the pilot will be required to complete an Instrument Proficiency Check to a competent standard prior to being issued a Course Completion Certificate and an Instrument Proficiency Check endorsement on their CASA license.