

Cessna 340 and 400 Series Transition and Recurrent Training Course

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1. Course Summary and Philosophy

The 20 hr C 340/400 Series training course is intended for **initial and recurrent training** in the **pressurized** Cessna 340 and Cessna 414/421 make and model of aircraft.

a) FAA Industry Training Standards (FITS). The Vienna Air C340/400 transition training follows the **FAA recommended Scenario-based Transition Syllabus and Standards for Technically Advanced Piston Aircraft** as spelled out in the FAA Industry Training Standards. It therefore **exceeds** the common simulator based generic training curricula by including **scenario-based flight instruction specific to the make, model and modifications** of your aircraft as documented in the **Pilot Operations Handbook (POH) and its Supplements**.



b) FAA Regulations. The training and completion certifications comply with the requirements spelled out in **FAR Part 61 Certification: Pilots, Flight Instructors, and Ground Instructors** (FAR 61.31(g) and AC 61.107A for high altitude operations; FAR 61.56 and AC 61-98A for Flight Review, and FAR 61.57 (e) and AC 61-98A for Instrument Currency requirements. The in-flight training is conducted in compliance with FAR Part 91 General Operating and Flight Rules.

c) Instructors: All Vienna Air approved instructors hold at least an **Airline Transport Pilot certificate**, with **one or more Transport Category Jet Type ratings**, a minimum Flight experience of **2500 Hrs with 300 hrs in C340/400 aircraft** and **current Multi-engine Instrument Flight Instructor certificates** and current medical certificates.

d) Aircraft: A ground inspection of your aircraft prior to training will be conducted by a Vienna Air **FAA certified Airframe and Power Plant Mechanic** and any discrepancies will need to be corrected before flight training.

e) Simulator. All Simulator training is conducted in an **FAA approved Elite RC-1 Full View Flight Simulator** operated by California Airways, a FAR 141 certified flight school with appropriate model-specific characteristics.

2. Course Description

The training course is based on the **FAA FITS Transition Master Syllabus** and **FITS Scenario-based Transition Syllabus**. The mission of the training enable pilots to safely, competently, and efficiently operate a Technically Advanced Aircraft (TAA) in the National Airspace System (NAS). Specifically, the training is sectioned into modules consisting of **10 hrs ground school** course work including **video presentations**, the **systems and operations workbook** based on the current aircraft POH and supplement, **practical ground instruction** at the trainee's specific aircraft, **simulator training** of amplified procedures in a **FAA-approved** advanced Elite RC-1 flight simulator and an extensive **10 hr flight training** phase. Throughout the course, strong emphasis is placed on consistent **risk management, aeronautical decision-making, situational awareness, advanced systems competence, and single pilot resource management in abnormal situations.**

After **primary evaluation of the trainee's instrument flying skills** in the flight simulator, make- and model-specific training of **rejected T/O, engine failure, and single engine instrument procedures** takes place in the simulator. The initial training must take place in part in a C340/400 aircraft to satisfy the required FAR 61.31(g) **high altitude endorsement** and for a biennial flight review FAR 61.56. Once a high altitude endorsement is obtained, recurrent training can be conducted solely in our approved full-view flight simulators.

After completion of the C340/400 course, the trainee will

- have accomplished a **full understanding of the C340/400 aircraft systems, aircraft performance, and flight characteristics**, and have obtained complete flight training satisfying the requirements of
- **high altitude endorsement (FAR 61.31g)**
- **biennial flight review (FAR 61.56)** (initial or with aircraft use on recurrent training)
- **instrument competency check (FAR 61.57)** (initial and recurrent).

Signed stage checks records at every training segment assure compliance with the legal requirements and that the trainee has achieved the necessary performance level to act safely as a pilot in command of his/her C340/400 aircraft.

Requirements: **Multi-Engine Land pilot certificate with instrument rating**, valid medical certificate. The C340/400 transition course is **not available** for trainees **without instrument rating**.

3. Home study and preparation for the course

a) Please review the Jeppesen **Low/High/Approach Chart videos**, the **icing video**, the **Controlled Flight into Terrain (CFIT)** video and the **AOPA Runway safety** video. You will be quizzed on the content during the **make- and model-specific oral sessions** in the beginning of the course. Expect to spend about 4-5 hrs on your home study

b) You will receive during Segment One a **comprehensive, 3-hr lecture and video presentation** about **high altitude operations, systems, physiology and aerodynamics**. This material is mandatory initial training for the required FAR 61.31(g) **high altitude endorsement**.

c) Please study and answer the questions in the **aircraft systems workbook** before you arrive at VAI for training. Please **use your specific C340/400 Series aircraft manual, POH, and all respective supplements**. The aircraft are usually highly modified with STOL kits, vortex generators, electric air conditioning, and engine upgrades. **It is mandatory to use your specific aircraft POH and supplements**.

Aircraft Model, Year, and Modifications _____

- please fill out the red boxed **pilot documentation and experience** section on top of the next page which includes the FAA required information for the endorsement and flight reviews.
- have **current approach and low altitude charts** including **high altitude jet airway charts** and **properly updated navigational databases** if you plan on using a **GPS navigation system**.
- be **familiar with the GPS system** you are using, particularly its **limitations for IFR and instrument approach** use. Please have your specific manuals handy for reference during ground school.

- provide your aircraft's **airworthiness certificate, registration, POH and current weight and balance** sheets as well as **last annual inspection entry** for review.

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