

1. TRAINING PROGRAM

1.1.SUMMARY

RANK	Salary	Min Hours
Student	8	0
First Officer B737	25	0
Captain B737	50	60
TR Instructor B737	70	150
First Officer B777	40	60
Captain B777	80	200
TR Instructor B777	100	350
Chief Pilot B737 (1 place)	90	250
Chief Pilot B777 (1 place)	120	500
Base Captain (1 place)	150	700

1.2.AB INITIO STUDENT

Minimum entry requirements:

- 16 years old
- English level sufficient to read basic English documents

The examination on Cessna 172 will consist of:

- 1 IFR* Navigation flight from EBLG to EBCI

The flight data will be evaluated and it will be decided if the company offers the Type-Rating on Boeing 737 NGX to the student.

** IMC conditions requested: Set by the pilot evaluated through his weather simulator, visibility for the entire flight < 2 km*

1.3. BOEING 737 NGX

1.3.1. FIRST OFFICER

Minimum requirement:

- Have succeeded the Ab Initio training

The formation of the candidate is the reading of all the documentation related to the preparation of a routine flight, the autopilot and the FMC (if PMDG user).

The examination will consist of:

- Touch&Go in windy conditions* for an in flight duration of at least 20 min
- 1 routine flight from EBLG to EIDW

The flight data of the examination will be evaluated and the pilot released as First Officer in case of success.

** Windy conditions: Set by the pilot evaluated through his weather simulator, at least 20kts of speed with 15kts of crosswind component.*

1.3.2. CAPTAIN

Minimum requirements:

- Be First Officer graded
- PMDG user
- 60 Hours Flight Time

The formation of the candidate is the reading of the documentation about overhead panel, lower pedestal, cockpit setup, engine start, take-off and climb.

The examination* will consist of:

- A full procedural start-up and departure from “cold and dark cockpit”

The FO will prepare the cockpit for a routine flight of the company. A TRI, a Chief Pilot or the Base Captain will be on the jump seat to evaluate the candidate from the gate to the climb to 18 000 feet. The pilot examiner will render a report to the staff and the FO released as Captain in case of success.

** The examination will take place through a screen sharing.*

1.3.3. TYPE-RATING INSTRUCTOR

Minimum requirements to apply are:

- Be Captain graded
- 150 Hours Flight Time
- Owning all additional qualifications on your A/C type
- Be ready to take examinations of candidates on your A/C type
- The staff approval

The formation consists on the reading of all the SOP's of the company on B737, the documentation about the descent, initial approach, approach, landing, go-around, holding of the A/C and the preparation to make a true realistic approach at LOWI.

To attain the Type-Rating Instructor grade, the captain will be examined through:

- A time-limited written test of QCM on all SOP's and additional qualifications concerning his aircraft. Success is at least 75%
- An approach and landing* at LOWI

A TRI, a Chief Pilot or the Base Captain will be on the jump seat to evaluate the candidate from 18 000 feet to the gate, with a complete shut-down of the A/C.

The pilot examiner will render a report to the staff and the Captain will be promoted as TRI in case of success.

** IMC conditions requested: Set by the pilot evaluated through his weather simulator, visibility for the entire flight < 1km. This part of the examination will take place through a screen sharing.*

1.3.4. CHIEF PILOT (1 PLACE)

Minimum requirements to apply are:

- Be TRI graded
- 250 Hours Flight Time
- Be available at least three times a week to manage your fleet
- The staff approval

By applying to become the chief pilot of the B737 fleet, you will be assumed as a real ambassador of our company. You will be our image and our voice on your fleet. Your job, plus flying, will be to:

- organize examinations of candidates
- manage pilot qualifications
- help in developing the Operating Manual
- claim your voice to improve the global quality of the company

1.4.BASE CAPTAIN (1 PLACE)

Minimum requirements to apply are:

- Be Captain graded
- 700 Hours PIC
- Be Type-Rated on all A/C of the company
- Be available at least three times a week to manage your base
- The staff approval

By applying to become base captain, you will be a part of the staff and assumed as a real ambassador of our company. You will be our image and our voice. Your job, plus flying, will be to:

- enroll and assess student pilots
- create and manage routes
- validate the flights
- update and develop the operating manual
- manage NOTAM's
- help the company in her global improvement

2. ADDITIONAL QUALIFICATIONS

If you are to fly some special areas or special aerodromes, you will need additional qualifications to exercise the privileges of your rating. These qualifications are rendered to you as awards.

2.1. MOUNTAINS

2.2. ETOPS

2.3. POLAR NAVIGATION

3. DOCUMENTATION

PREPARATION OF A ROUTING FLIGHT

- 1) Check the company NOTAM's if anything new from your last flight
- 2) Book your flight on the company page on "Actions du pilote->Réserver une ligne"
- 3) Note fuel required and the company route
- 4) Check the weather on <https://www.windyty.com/50.645/5.573?49.836,4.955,7>
- 5) If not satisfied with the weather lying on your route, go on <http://onlineflightplanner.org/> and adapt your path.

3.1. BOEING 737 NGX

3.1.1. AUTOPILOT

<https://youtu.be/JsC3hUrvQFE>

3.1.2. FMC

<https://youtu.be/ThidplCZA74>

<https://youtu.be/7ydId0fMCMl>

3.1.3. OVERHEAD PANEL

<https://youtu.be/YWKvx1a7qsA>

3.1.4. COCKPIT SETUP

<https://youtu.be/UTrMeBAWRnk>

3.1.5. ENGINE START, TAKE-OFF & CLIMB

<https://youtu.be/tkpQQPwVuU0>

3.1.6. DESCENT & INITIAL APPROACH

<https://youtu.be/DI0DxKwdJRE>

3.1.7. APPROACH & LANDING

<https://youtu.be/ohhZkehjBkA>

3.1.8. GO-AROUND

<https://youtu.be/2XfLr4H0IA0>

3.1.9. HOLDING PATTERN

https://youtu.be/cSgt_ZmLnjY

3.2. BOEING 777

3.2.1. AUTOPILOT

3.2.2. FMC

3.2.3. START-UP PROCEDURE

3.3. BOEING 747

3.3.1. AUTOPILOT

3.3.2. FMC

3.3.3. START-UP PROCEDURE
