

SFI(A) B737NG

Last update 01/09/2022.

Training information:

The aim of this training is to train the candidate in theoretical and practical instruction for any B737NG type qualification for which the candidate is qualified. The objective of the training is to train pilots for SFI(A) approval.

The instructor training course is divided into 4 parts and followed by an AoC control.

Field: Flight instruction	Responsible: François Garbe	Seats: 1-2
Topic: Instruction training on B737 NG	Educational fees: Teaching and Learning* 1350 €*** SFI(A) DUO: 6560 € / trainee*** VAT non applicable	Duration: Teaching and Learning: 25H Technical Training: 12H Simulator Training: 18H Assessment AoC: 5H** Total: 40H + 25H (optional)
Certification: Yes	Funding plan: Yes	Training session: On request
Modalities: On site	Registration contact: contact@flexsim-ato.com	

* The Teaching and Learning module is mandatory for anyone who has not already passed the module. It is valid for any type of aircraft.

** A check is provided for each candidate.

*** Price for 2 candidates minimum.

Relevant participants:

Pilot wishing to obtain a SFI qualification on B737 NG aircraft

Access delays:

All our trainings are provided « on demand » depending on your availabilities, our instructors/simulators availabilities and administrative deadlines for certain trainings or fundings. (DGAC, CPF, pôle emploi...).

Educational objectives:

Part 1: Teaching and Learning (25 hours)

This course develops the notions of learning and teaching with interactive exercises and group discussions. This course conforms to EASA recommendations and is valid for all aircraft types. It is definitively acquired.

Part 2: Technical Training (12 hours)

The course is related to the type of aircraft on which the candidate wishes to teach and which is approved by the ATO. This training is for the B737NG.

The identification and application of human factors related to the multi-crew cooperation aspects of training are discussed during the technical course briefings and debriefings.

The content of the training program should cover training exercises applicable to the aeroplane type.

Particular attention will be given to the candidates' maturity and judgment, including an understanding of adults, their behavioural attitudes and varying levels of learning ability. During the training, the candidate should be informed of his/her own attitude towards the importance of flight safety. It will be important during the training to aim to give the candidate the knowledge, skills and attitudes relevant to the role of the restricted SFI-TRI.

Part 3: Simulator Training (18 hours)

The training candidate will receive a scenario of the type rating program on the applicable aeroplane type. Each session will be prepared by the instructor trainer candidate based on the session program. The instructor trainer will assess the suitability of:

1. Briefing in accordance with the program session
2. Debrief related to candidate errors
3. Aspects of the behaviour of the candidate in terms of human factors
4. Clarity of instructor candidate Explanations

Part 4: Assessment (5 hours for each trainee)

The AoC session is the final assessment under the control of an examiner (TRE).

The training candidate will receive a scenario of the type rating program on the applicable aeroplane type. The reviewer will receive the scenario 2 days prior to the session.

The candidate will act as the instructor trainer for the session (IOS).

The examiner will debrief candidate by informing him/her of the successful or unsuccessful completion of the session.

Requirements:

An applicant for an SFI certificate shall:

- a) hold or have held a CPL, MPL or ATPL in the appropriate aircraft category;
- b) have completed the proficiency check for the issue of the specific aircraft type rating in an FFS representing the applicable type, within the 12 months preceding the application; and
- c) additionally, for an SFI(A) for multi-pilot aeroplanes, have:
 - 1) at least 1 500 hours flight time as a pilot on multi-pilot aeroplanes or powered-lift, as applicable;
 - 2) completed, as a pilot or as an observer, within the 12 months preceding the application, at least:
 - i. 3 route sectors on the flight deck of the applicable aircraft type; or
 - ii. 2 line-orientated flight training-based simulator sessions conducted by qualified flight crew on the flight deck of the applicable type. These simulator sessions shall include 2 flights of at least 2 hours each between 2 different aerodromes, and the associated pre-flight planning and de-briefing.

Schedule:

Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7
TEACHING AND LEARNING** (08h00)	TEACHING AND LEARNING** (08h00)	TEACHING AND LEARNING** (09h00)	TECHNICAL TRAINING (06h00)	TECHNICAL TRAINING (BRIEFINGS) (06h00)	Break	FFS SESSION FFS#1 (04h00*) TRAINEE A+B
Day 8	Day 9	Day 10	Day 11	Day 12	Day 13	Day 14
FFS SESSION FFS#2 (04h00*) TRAINEE B+A	FFS SESSION FFS#3 Part 1 (02h00*) TRAINEE A	FFS SESSION FFS#3 Part 2 (02h00*) TRAINEE B	Break	AOC SESSION (03h00*) TRAINEE A	AOC SESSION (03h00*) TRAINEE B	OFF

(*) +1h briefing and + 1h debriefing

(**) Optional

Teaching, technical and supervisory resources:

- Classroom;
- Manuals, documents and paper and/or electronic check-list;
- Video projector;
- Briefing room;
- FFS B737NG flight simulator;
- Debriefing room.