

# Privileges extension SFI(A)/TRI(A) A320 / B737NG / B777 / B787

## Training information:

The aim of this training is to train the candidate in theoretical and practical instruction for any A320, B737NG, B777 or B787 type qualification for which the candidate is qualified. The purpose of the training is to extend training privileges to a new aircraft.

The instructor training course is divided into 2 parts:

- ➔ Technical Training ;
- ➔ Assessment AoC.

<b>Field:</b> Flight instruction	<b>Responsible:</b> François Garbe	<b>Seats:</b> 1-2
<b>Topic:</b> A320, B737NG, B777 or B787 instruction training	<b>Educational fees</b> A320: 3850 €* B737NG: 3840* € B777: 3890 €* B787: 4590 €*  VAT non applicable	<b>Duration:</b> Technical Training: 12H Assessment AoC: 5H  Total: 17H
<b>Certification:</b> Yes	<b>Funding plan:</b> Yes	<b>Training session:</b> On request
<b>Modalities:</b> On site	<b>Registration contact:</b> contact@flexsim-ato.com	

(\*) Programs are individually defined based on the trainee's current ratings and recent experience.

## Relevant participants:

Pilots wishing to extend their SFI/TRI qualification on A320; B737NG, B777 or B787 type.

## 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...).

## Objectives:

### **Part 1: 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.

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 paid to the candidate's maturity and judgment, including an understanding of adults, their behavioral 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 all knowledge, skills and attitudes relevant to the role of the restricted SFI-TRI.

### **Part 2: Assessment (5 hours)**

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 the candidate by informing him/her of the successful or unsuccessful completion of the session.

## Requirements:

Up-to-date SFI(A) or TRI(A).

Have passed a proficiency check for the issuance of a rating of the desired aircraft type in a representative FFS simulator within 12 months prior to the evaluation.

## Schedules:

Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7
TECHNICAL TRAINING (06h00)	TECHNICAL TRAINING (BRIEFINGS) (06h00)	AOC SESSION (03h00*)				

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

## Teaching, technical and other resources:

- ➔ SFI(A) or TRI(A);
- ➔ SFE(A) or TRE(A);
- ➔ Classrooms;
- ➔ Manuals, documents and paper and/or electronic check-list;
- ➔ Video projector;
- ➔ Briefing room;
- ➔ Flight simulator;
- ➔ Debriefing room.

Some theoretical courses can be organized by video conference (contact us).

The classroom is located **43 Avenue Robert Schuman, 94150 Rungis, France.**

The A320 simulator is located at **SIMAERO 26 Avenue de la Demi-Lune, 95700 Roissy-en-France, France.**

The B737NG simulator is located at **SIMAERO 26 Avenue de la Demi-Lune, 95700 Roissy-en-France, France.**

The B777 and B787 simulators are located at **Air France rue des deux Sœurs 95700 Roissy-En-France, France.**