

Introduction

This document will provide you with some basic information reminding you of door codes, and QRH locations etc. It will also contain a 2 highlighted "CORRECTION" form for the loft and the training session for phase 4.

The highlighted sections are the MANDATORY exercises for each session. BOTH candidates are to be graded whether or not they are PF or PM. You are able to grade more than the mandatory exercises, however if any of the mandatory exercises are not graded it will be sent back to the instructor for corrections. So please double check your training forms before sending them in and use the correction form to ensure you mark all mandatory exercises to avoid any rejected forms!

Please let me know if you would like to see anything added to the general information section as this part will always be sent with each phase and can be changed at anytime to include any other required information.

Ce document vous fournira quelques renseignements de base pour vous rappeler les codes de porte, les emplacements du QRH, etc. Il contiendra également deux formulaires « CORRECTION » en surbrillance, un pour le loft et un pour la séance d'entraînement de la phase 4.

Les sections en surbrillance correspondent aux exercices OBLIGATOIRES pour chaque séance. LES DEUX candidat(e)s doivent être évalué(e)s, qu'ils soient PF ou PM. Vous pouvez évaluer plus d'exercices que ceux obligatoires, toutefois, si un exercice obligatoire n'est pas évalué, le formulaire sera retourné à l'instructeur pour correction. Veuillez donc bien vérifier vos formulaires de formation avant de les soumettre, et utilisez le formulaire de correction pour vous assurer que tous les exercices obligatoires sont bien complétés, afin d'éviter que les formulaires soient rejetés.

N'hésitez pas à me faire savoir si vous souhaitez qu'on ajoute des renseignements à la section d'information générale. Cette section sera toujours envoyée avec chaque phase et peut être modifiée en tout temps pour inclure d'autres informations pertinentes.

Simulator information

- 737-300 SIM YEG – TC IDENT #818
- 737-300 SIM#29 MIA TC IDENT#504 FAA282
- 737-400 SIM#7 MIA TC IDENT#602 FAA#1059
- 737-400 SIM#8 MIA TC IDENT#638 FAA#592
- 737-800 SIM#8 MIA TC IDENT#620 FAA#1104
- 737-800 SIM#10 MIA TC IDENT#719 FAA#1241
- 737-800 SIM YEG TC IDENT#1168
- 737-200 SIM MIA TC IDENT#387

Door and lock codes

737-200 Building door code 3025 (Key pad is on the right mounted on the wall)

737-200 simulator door code 34521

737-400 SIM#8 door code 12345

QRH location and lock codes

In MIA QRH/CHECKLISTS are located in the main PANAM building in the locker room which is to the right of SIM#8.

LOCKER#34

LOCK CODE 8765

For the 737-800 at the PANAM Hialeah location you can find the company locker in the main sim area to the left. Our locker is #12 and lock code is 1241.

In YEG the QRH/CHECKLISTS are located in the same area as the sim on the ground floor. Our locker is the upper left locker

LOCK CODE# 1234 – must be set each time if used.

Loft correction form



B737 Recurrent Simulator Training Form AILO-0952

PILOT NAME:	LICENCE:	DATE: YYYY-MM-DD
POSITION: ☐ Captain ☐ First Officer	AIRCRAFT TYPE: ☐ B737-200 ☐ B737-300 ☐ B737-800	TRAINING TYPE: ☐ Recurrent ☐ Transition ☐ Regaining Competency



Normal Procedures		1	2	3	4
1	Preflight				
2	Cockpit Preparation				
3	Engine Start				
4	Taxi				
5	Takeoff				
6	Climb				
7	Cruise				
8	Descent				
9	Holding				
10	ILS Approach				
11	Non-Precision Approach				
12	Visual Approach				
13	Missed Approach				
14	Landing				
15	After Landing				
16	Taxi in and Shutdown				

Supplementary Procedures		1	2	3	4
17	Unpressurized Takeoff				
18	No Engine Bleed Takeoff				
19	Engine Cross Bleed Start				
20	Engine Start with Ground Air Source				
21	Cold Weather Operations				

Techniques		1	2	3	4
22	Pilot Incapacitation				
23	Steep Turns				
24	Terrain Avoidance				
25	Traffic Avoidance				
26	Upset Recovery				
27	Approach to Stall or Stall				
28	Windshear				

PM DUTIES		1	2	3	4
29	PM DUTIES				

QRH Non-Normal Procedures		1	2	3	4
30	WING-BODY OVERHEAT				
31	BUS OFF				
32	LOSS OF BOTH ENGINE DRIVEN GENERATORS				
33	Aborted Engine Start				
34	Engine Failure or Shutdown				
35	One Engine Inoperative Landing				
36	CARGO SMOKE				
37	ENGINE FIRE or Engine Severe Damage or Separation				
38	Runaway Stabilizer				
39	Trailing Edge Flap Asymmetry				
40	Trailing Edge Flap Disagree				
41	Unreliable Airspeed				
42	Localizer Fault				
43	LOSS OF SYSTEM A				
44	MANUAL REVERSION				
45	Evacuation				

SOP Non-Normal Procedures		1	2	3	4
46	Rejected Takeoff				
47	Aircraft Fire on the Ground				
48	Takeoff - Engine Failure				
49	Engine Inoperative Cruise/Driftdown				
50	CABIN ALTITUDE WARNING or Rapid Depressurization				
51	Emergency Descent				
52	Engine Failure During Go-Around				

PHASE: LOFT:

SCRIPT:

Right Seat Qualification ☐ ☐

PPC Recommendation ☐

Instructor Name/Signature _____

Day 2 Correction form



B737 Recurrent Simulator Training Form AILO-0952

PILOT NAME:	LICENCE:	DATE: YYYY-MM-DD
POSITION: ☐ Captain ☐ First Officer	AIRCRAFT TYPE: ☐ B737-200 ☐ B737-300 ☐ B737-800	TRAINING TYPE: ☐ Recurrent ☐ Transition ☐ Regaining Competency



Normal Procedures	1	2	3	4
1 Preflight				
2 Cockpit Preparation				
3 Engine Start				
4 Taxi				
5 Takeoff				
6 Climb				
7 Cruise				
8 Descent				
9 Holding				
10 ILS Approach				
11 Non-Precision Approach				
12 Visual Approach				
13 Missed Approach				
14 Landing				
15 After Landing				
16 Taxi in and Shutdown				

Supplementary Procedures	1	2	3	4
17 Unpressurized Takeoff				
18 No Engine Bleed Takeoff				
19 Engine Cross Bleed Start				
20 Engine Start with Ground Air Source				
21 Cold Weather Operations				

Techniques	1	2	3	4
22 Pilot Incapacitation				
23 Steep Turns				
24 Terrain Avoidance				
25 Traffic Avoidance				
26 Unset Recovery				
27 Approach to Stall or Stall				
28 Windshear				

PM DUTIES	1	2	3	4
29 PM DUTIES				

QRH Non-Normal Procedures	1	2	3	4
30 WING-BODY OVERHEAT				
31 BUS OFF				
32 LOSS OF BOTH ENGINE DRIVEN GENERATORS				
33 Aborted Engine Start				
34 Engine Failure or Shutdown				
35 One Engine Inoperative Landing				
36 CARGO SMOKE				
37 ENGINE FIRE or Engine Severe Damage or Separation				
38 Runaway Stabilizer				
39 Trailing Edge Flap Asymmetry				
40 Trailing Edge Flap Disagree				
41 Unreliable Airspeed				
42 Localizer Fault				
43 LOSS OF SYSTEM A				
44 MANUAL REVERSION				
45 Evacuation				

SOP Non-Normal Procedures	1	2	3	4
46 Rejected Takeoff				
47 Aircraft Fire on the Ground				
48 Takeoff - Engine Failure				
49 Engine Inoperative Cruise/Driftdown				
50 CABIN ALTITUDE WARNING or Rapid Depressurization				
51 Emergency Descent				
52 Engine Failure During Go-Around				

PHASE: LOFT: ☐

SCRIPT:

Right Seat Qualification ☐ ☐

PPC Recommendation ☐

Instructor Name/Signature

FMC ROUTE FOR 300/400 SIMULATORS

Due to simulator restrictions for set up purpose have the crew load the following route:

LOFT #1 Dep CYYC, Destination CYVR
RTE PAGE 1 Direct YYC, Direct CYVR

Since the crew must navigate via traditional NAV aids this routing will be sufficient for the crew to depart. It is necessary to have an active route in the FMC to have all auto functions to work properly. However, since they are not using the FMC for navigation it's not important to have an accurate routing.

We have begun to introduce using the FMC for navigation, you can keep it simple and use the suggested route or use the RNAV route and show the crews to use LNAV rather than LOC to track the route. I leave this at the discretion of the crew and the instructors.

LOFT PHASE ROUTING

Loft Routing for phase 4 is CYYC-CYVR for the 1st session, then CYVR-CYYC for the 2nd session. However you can chose CYYC again if the elected to return to CYYC rather then continue to CYVR, I leave this to your discretion.

IN CASE OF 2 CAPTAINS

RVR 600 taxi can be done on both sessions, that way it will be covered and you will have more time on day 2 for training and PPC preparation. Just please be sure to have both captains taxi in 600RVR at some point.