

Air Inuit B737B/C



TRAINING PHASE 4

Day 2 INSTRUCTOR ISSUE

Effective June 1st, 2026, until Dec. 30th, 2026

737-300 SIM YEG - TC IDENT#818

737-300 SIM#29 MIA TC IDENT#504 FAA#282

737-400 SIM#7 MIA TC IDENT#602 FAA#1059

737-400 SIM#8 MIA TC IDENT#638 FAA#592

CANADIAN NORTH B737C YEG - TC ID 1168

PANAM B737C #08 MIA FAA ID 1104 - TC ID 620

PANAM B737C #10 MIA FAA ID 1241 - TC ID 719

PRÉAMBULE

Ce document est un guide pour vos prochaines formations en simulateur. Il est basé sur le manuel de formation au pilotage (FTM) d'Air Inuit, phase 4

Il vous est demandé de vous familiariser avec le programme de la phase afin d'optimiser votre opportunité de formation pour vos candidats.

Dans cette phase 6 les candidats éligibles suivront un LOFT le jour 1 et une formation liée à la phase le jour 2. D'autres candidats suivront la même formation, mais avec un PPC le jour 3.

Les séances LOFT se déroulent en conditions estivales. Bien que les LOFT et les séances d'entraînement suivent le programme FTM, certains items supplémentaires peuvent/pourraient être ajoutés ou commutés aux contenus des 2 jours de formation.

Lorsque l'entraînement n'est pas suivi d'un PPC la troisième journée. Vous pourrez à votre discrétion utiliser les aéroports nommés plus bas. Cependant, il sera requis de bien préparer les candidats aux nouveaux environnements. Les barrières, taxi route et pistes utilisées sont décrites plus bas.

Finalement, vous remarquerez que les scripts d'entraînements ne décrivent pas de condition météo ou d'approche spécifique.

Cela est dû au fait que différents aéroports peuvent être utilisés. Vous avez la toute latitude requise pour ajuster ces paramètres au besoin. Cependant n'oubliez pas, que dans cette phase les conditions sont estivales. Les vents de travers devront être d'au moins 15 nœuds. La visibilité au décollage RVR 600.

Bonne préparation!

PREAMBLE

This package is a guidance to your next simulator training. It is based on the Air Inuit Flight Training Manual (FTM), Phase 4

Familiarize yourself with the phase's curriculum so you can optimize your training opportunity.

In this Phase, eligible candidates will be doing a LOFT on Day 1 and phase related training on Day 2. Other will do the same trainings but with a PPC on Day 3.

The LOFT sessions will be conducted in summer conditions. Although the LOFTs are following the FTM syllabus, some additional content can/could be added or switched between the 2 days of training.

When a training session is not followed by a PPC on the third day. You will be able to use the airports described below for training. However, you will be required to brief the candidates about the environment they will be training at prior the flight. Gates, taxi routes and runway used are described below.

Lastly, you will notice that the scripts do not include specific weather information's or specific approaches. This is due to the different airports that may be used. You have all the latitude to adjust theses parameters. However, do not forget that phase 5 is carried out during summer conditions. Crosswind will be at least 15 knots and take off visibility should be set at RVR 600.

Good training!

Day 2 – Training

Briefing items:

Steep Turns – B73B FCTM 7.31, B73C FCTM 7.17

Terrain Avoidance – B73B FCTM 7.32, B73C FCTM 7.18

FMC briefing for 200 crews – basic flight plan and navigation usage.

MEL Items

NONE

NOTAM

For 200 crews only, All runway Missed approach, runway heading to 7000'

Syllabus

<u>Session 1 CM1</u> ➤ Rejected Takeoff ➤ Takeoff - Engine Failure ➤ ILS Approach ➤ Missed approach ➤ ENGINE FIRE or Engine Severe Damage or Separation ➤ Non-Precision Approach ➤ One Engine Inoperative Landing ➤ Terrain Avoidance	<u>Session 2 CM2</u> ➤ Rejected Takeoff ➤ Takeoff - Engine Failure ➤ Non-Precision Approach ➤ Missed approach ➤ ENGINE FIRE or ENGINE SEVERE DAMAGE or SEPARATION ➤ ILS Approach ➤ One Engine Inoperative Landing ➤ Aircraft Fire on the Ground ➤ Evacuation ➤ Terrain Avoidance
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Session 1

SIM SETUP					
REFERENCE RUNWAY	CYYC 35R				
GROUND POSITION	CYYC GATE C32				
RUNWAY CONDITION	DRY				
AIRCRAFT WT 800	GW : 67243 KG	FUEL: 14000 KG	ZFW: 532423 KG		
PERFORMANCE 800	OPT				
AIRCRAFT WT 400	GW: 123341 LBS	FUEL: 25000 LBS	ZFW:98341 LBS		
PERFORMANCE 400	FLAP 5/BLDS OFF	N1: 93.9	137/165/169	MT : 35	
WEATHER	060/12	600 RVR	OVC003	25/22	29.92
MEL	None				
Originating Flight					
The first flight of the session will depart from the Gate, and include a 600RVR taxi portion for the first departure. This is to ensure 600RVR training requirements					
Cockpit prep and pre-departure					
Provide the crew with a GPU. Take this time to help 200 crews with the FMC. Guide them through the setup process and entering a flight plan. We would like the 200 crews to become more comfortable with the use of the FMC for set up and navigation. Give the 200 crews the option to use for navigation and guide them how to use for basic lateral navigation.					
Taxi					
APRN 121.3 GND 125.35	Taxing in CYYC is very basic in sim #7/8 and not completely representative of real life, however it can still be done to accomplish the 600RVR requirements. Please adjust as needed. For sims 7/8 in Miami the taxi route is very simple. AIE 750 you are cleared for push back, nose south. AIE 750 taxi B, hold short 35R. Contact TWR 118.7 holding short				
RTO					
TWR 118.7	RTO Give Take off Clearance followed by an engine failure @90% of V1. Repeat as needed. Once completed set up for a V1 cut on departure. AIE750 cleared take off 35R, RVR ABC600. Contact departure airborne				
Takeoff / Engine Failures V1 cut					
Set RVR to 600, give engine failure at V1+2kts Repeat as necessary. Once crew has reached the QRH, you can give a quick start and proceed to next exercise. Practice as needed to ensure good control, and following proper procedures. Once you are satisfied with the exercise, relight and have them set up for an after take off and proceed.					

Precision Approach ILS 35R
Give Vectors for a visual approach on 35R
Miss Approach
At 50' give instruction for a missed approach – runway heading to 7000' Once they are established at 7000' on downwind heading, clear the malfunction and inform crew exercise is complete.
Engine sever Damage
On downwind for approach, give engine severe damage. This time, let crew complete all QRH.
HOLD
You can have the crew proceed to hold as soon as they are able to complete their QRH actions. Give the crew holding clearance to hold inbound on the LOC at TASBU.
Non-Precision Approach LOC/DME 35R or RNAV 35R for 800 crews
Set Wx to 1000', and vis to 2sm. For 800 crews, Once crew is inbound give a LATE approach clearance. Give the approach clearance just past the IF so that the crew must use ALT INTERVENE to initiate the decent.
One Engine Inoperative Landing
Give clearance to land 35R
Normal Take off – may have to reposition to CYVR for terrain exercise
Depart runway 08L visually. Give clearance to take off, climb rnwy heading to 5000'. Have crew turn left heading 300 towards the mountains. Change weather for IMC, and let crew recover once they get the TERRAIN warning.

End of Session 1

Session 2

SIM SETUP					
REFERENCE RUNWAY	CYYC 35R				
GROUND POSITION	CYYC GATE C32				
RUNWAY CONDITION	DRY				
AIRCRAFT WT 800	GW : 67243 KG	FUEL: 14000 KG	ZFW: 532423 KG		
PERFORMANCE 800	OPT				
AIRCRAFT WT 400	GW: 123341 LBS	FUEL: 25000 LBS	ZFW:98341 LBS		
PERFORMANCE 400	FLAP 5/BLDS OFF	N1: 93.9	137/165/169	MT : 35	
WEATHER	060/12	600 RVR	OVC003	25/22	29.92
MEL	None				
Originating Flight					
This session can begin on the					
RTO – only needed if 2 captains					
RTO Give Take off Clearance followed by an engine failure @90% of V1. Repeat as needed. Once completed set up for a V1 cut on departure.					
Takeoff / Engine Failures V1 cut					
Set RVR to 600, give engine failure at V1+2kts Repeat as necessary. Once crew has reached the QRH, you can give a quick start and proceed to next exercise. Practice as needed to ensure good control, and following proper procedures. Once you are satisfied with the exercise, relight and have them set up for an after take off and proceed.					
Non-Precision Approach LOC/DME 35R or RNAV 35R for 800 crews					
Set Wx to 1000', and vis to 2sm. For 800 crews, Once crew is inbound give a LATE approach clearance. Give the approach clearance just past the IF so that the crew must use ALT INTERVENE to initiate the decent.					
Miss Approach					
At 50' give instruction for a missed approach – runway heading to 3000' Once they are established at 3000' on downwind heading, clear the malfunction and inform crew exercise is complete.					

Engine sever Damage
On downwind for approach, give engine severe damage. This time, let crew complete all QRH.
HOLD LOC 35R – If they need or if time permits
Give the crew holding clearance to hold inbound on the LOC at TASBU.
Precision Approach ILS 35R
Once crew is ready give vectors for the LOC only approach.
One Engine Inoperative Landing
Give clearance to land 35R
Air craft fire on the ground, Evacuation
After landing give uncontrollable fire on failed engine.
Normal Take off – Reposition to CYVR TERRAIN AVOIDANCE
Depart runway 08L visually. Give clearance to take off, climb rnwy heading to 5000'. Have crew turn left heading 300 towards the mountains. Change weather for IMC, and let crew recover once they get the TERRAIN warning.

End of Session 2