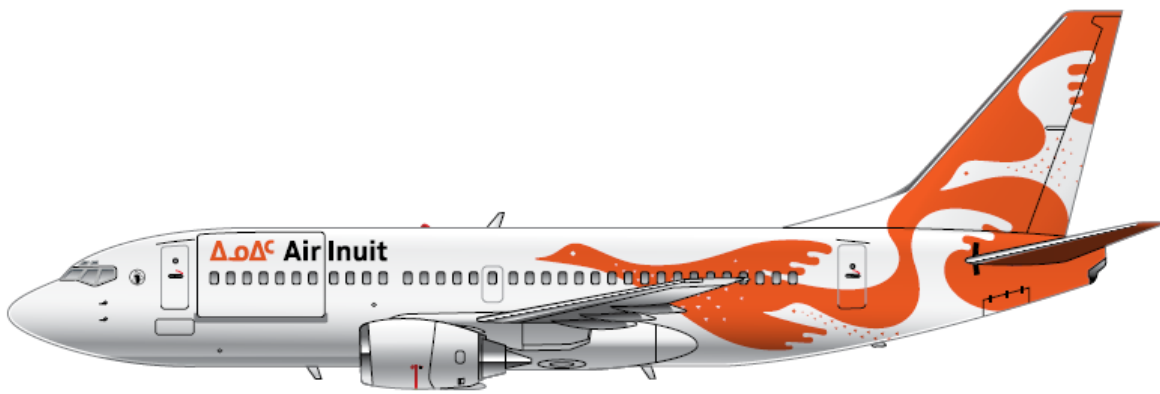


AIR INUIT

B73B/C



LOFT PHASE 4 2026

Effective JULY 1st 2026, until December 31t, 2026

737-300 SIM YEG - TC IDENT#818

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

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

737-400 SIM 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

General

The following section outlines the line-oriented flight training associated with Air Inuit's B-737 simulator training program. This loft program includes normal briefing and environment normally found on a line flight. When there are two captains completing their LOFTs together, a change of seat must be done so both pilots operate the flights assigned to them from their captain seat. It is incumbent upon the instructor to manage time effectively through comprehensive pre-briefings, keeping crews focused on the tasks at hand. Where the route segments are inordinately long, the cruise segments can be broken. The use of the proper checklists is critical for the crews to complete their flight successfully with a landing. The session 1 flight profile is a flight departing CYVR to CYYC.

LOFT training will be conducted using a Transport Canada approved Level C or D (or better) synthetic training device.

LOFT training will consist of one training session of at least 4 hours divided equally between Pilot Flying and Pilot Monitoring duties in addition to the recurrent training outlined in the tables above. Pilots failing to satisfactorily demonstrate completion of the post-LOFT training will be required to undergo additional training and a PPC before returning to line flying duties.

Objective

The objective of LOFT is to assess how a flight crew manages the operation of an aircraft during a situation that is outside the parameters of what would be considered normal operations. It is not necessarily an emergency situation per se, where the flight crew reverts to the predetermined response of an emergency procedure. Instead, it is a series of events impacting the conduct of the flight that must be addressed by the crew and for which there is more than one correct solution. Flight crews are required to demonstrate how they manage the operational environment and process information available within the irregularity.

The goal for the flight crew is to make a series of low risk, safe operational decisions resulting in the successful termination of the exercise normally a safe landing.

Procedures

LOFT will take place in a 'real-time' operational environment. The instructor will make every effort to maintain realistic conditions.

Pilots will be briefed on the following:

- At no time is the instructor available for advice or as an instructor (no instructor interruption).
- The LOFT session is conducted on a 'real-time' basis.
- Pilot decisions that produce unwanted results do not constitute a failure but serve as a learning experience. However, if the instructor identifies serious crew member deficiencies, additional training may be required after consultation with the Chief Pilot.
- Pilots must use correct radio frequencies at all times or there will be no response from ATC.
- All aspects of a line flight must be completed. These may include, but are not limited to: crew briefing, weather and NOTAM review, passenger announcements, company and ramp communications, flight attendant liaison, etc.
- The instructor will act as ATC, maintenance, flight attendants, flight dispatch or local operations.
- Briefing room is the crew room for the flight.
- Walk around is complete.
- Advise crew of any simulator defects and review differences from the Air Inuit fleet.
- Advise crew of scheduled departure time.
- After completion of the LOFT session, the crew will be fully debriefed on what was observed.

Simulator Set Up

The aim is to get as close as possible of the Air Inuit B737-300 cockpit and its capabilities. For example, the FMC usage will be limited to performances purposes. In that effect, pilots will fly in RAW DATA and refrain of using the LNAV and VNAV MCP functions.

The scripts are constructed so that the training pilot only gives navigational instructions/clearances that are not RNAV associated. For example, clearing SIDs that their lateral navigational requirements are based on Heading. Also, clearing the flight direct to traditional navigation aids (VOR-NDB) and RADAR VECTORS to intercept enroute airways or LOC/ILS.

Flight Instructor Facilitator Guide

The LOFT Facilitator Guide has been developed for the use of flight instructors. It contains a detailed script of all sequences and scenarios for each LOFT session.

Adherence to the scripts and conformance to realism in briefings as well as detailed operational conditions, including Operational Flight Plans for each session are mandatory attributes to a successful LOFT.

PRIOR TO CONDUCTING THE LOFT:

- Review all simulator snags and ensure the simulator is operating for the LOFT.
- (NOTE: For sessions with only one candidate, the entire script will be flown)

MEET THE CREW:

Give crew an overview of time for Pre-Brief, Simulator and Debriefing.

ADMISSION TO THE LOFT:

- **Check Documentation:**

License – Check IFR, Type rating on license, and that the license is signed.

- **Valid Medical – Doctor Stamped / Dated / Signed**

Medical Validity: Under 60 – 12 months, over 60 – 6 months (ECG stamp not required for validity)

- **Dangerous Goods Training Certificate**
- **Restricted Area Pass and Passport along with the applicable expiry days.**
- **Passports** should have a remaining validity of at least six months. These items will not invalidate the planned LOFT. However, discrepancies or inability to observe these items should be reported, via email, to the Training Manager for handling.

BRIEFING

- **Check Pilot Role:**
 - My role today is to operate the simulator, observe and assess the performance in accordance with the ACP Manuel, CARs, FCOM, FOM, SOP and QRH.
 - I will act as Dispatch, Maintenance Control, Lead Station Attendant, the In Charge Flight Attendant and ATC. As ATC, I will not intentionally issue confusing or illegal clearances. If unsure of any ATC clearance or request, ask for clarification.
- The pilot flying will be expected to initiate the necessary response to an event and direct any follow-up action; however, the Captain has final authority in determining what course of action is to be followed.
- When passing control, ensure that the PM is situationally aware of the location of the aircraft by thoroughly briefing the heading, altitude, speed, and location (i.e., Downwind, etc.).
- Assume all faults are real. If a simulator fault occurs, I will advise you and stop the simulator to seek assistance from maintenance, or, continue as the fault has no negative impact on the session.
- Faults will be carried to landing unless rectified by the checklist or if advise otherwise.

- You are expected to demonstrate normal or emergency procedures applicable to the aircraft. Technical performance will be assessed in accordance with the CARs Part IV (Licensing), VI and VII, FCOM, FOM, and all SOPs.
- Normal crew coordination and CRM is expected in accordance with the CIE SOPs.
- If a condition exists that requires a non-normal or emergency landing, the Captain will ensure that the “In Charge” has been briefed as procedure dictate.
- Both pilots must demonstrate PF and PM duties. Crew co-ordination and Flight Management skills will be assessed while performing both PF and PM duties.
- In the event that a situation is mishandled by an incorrect or inappropriate action or response, you will be expected to deal with the problem. Try to correct the error and then put it behind you.
- If more time is required to complete checklists or briefings, ask for a hold or delaying vectors.

NOTE: To ensure realism, ACPs will conduct the LOFT in real time as much as possible. The use of position freeze and repositioning are to be used sparingly according to the ACP’s best judgment.

- Three possible outcomes of this LOFT will be: Successful, Unsuccessful or Incomplete.

SIMULATOR DIFFERENCES

These are the items that are different between the simulator and the B737 we operate:

- FMS
- FMC
- FMA
- ADI
- HSI
- EASI
- TAWS/REVERSION Annunciator
- Oxygen Masks
- Cargo Fire control panel

IFR TOLERANCES:

The tolerance for instrument flight sequences must be respected by all ACPs. Each candidate must demonstrate aircraft control to maintain:

- Assigned heading during normal flight within plus and minus 10 degrees;
- Tracking VOR/LOC/ILS/RNAV within ½ scale deflection;
- NDB bearing within plus and minus 5 degrees;
- Altitude:
 - 1) During normal flight plus and minus 100 feet,
 - 2) During approach and for minimum IFR altitudes associated with the intermediate and final segments (e.g., FAF, beacon crossing or step-down fixes) within + as required / - 0 feet, and
 - 3) for operators exercising the exemption to use MDA as DA, the altitude loss below the MDA shall not exceed 50 feet during a missed approach;
- Airspeed during normal flight within plus and minus 10 knots; and
- Airspeed during take-off and approach within + 10 / - 5 knots.

These criteria assume no unusual circumstances or conditions and may require allowances for momentary variations. Such things as weather, turbulence, simulated malfunctions and type of approach may modify the exact rating definition and tolerances to be applied during a particular sequence.

ANY QUESTION?

- Review current simulator fault with candidates.

Communications:

- Use headsets when available and/or microphones as you would during a normal line flight.
- Use appropriate ATC frequencies.

Safety:

- We will review the location of the Simulator Emergency Switches & the Fire Extinguisher.
- Wear shoulder harness in accordance with FOM/SOP

Summary:

- Please mute your cell phones for the simulator session.
- Assess and understand the situation before initiating the drill.
- Take your time. Do not rush. Work as a team.

Today's Exercise:

- This is the 1st leg of the crew pairing. All required maintenance checks have been completed and recorded in aircraft journey logbook.
- Walk-around inspection has been completed. F/A's have been briefed.
- You will fly as PF from your qualified seat.

Flight Check Briefing Conclusion

Ask the candidate(s) the following:

- A. Do you understand the content and objectives of the LOFT?
- B. Has this flight check briefing prepared you for today's event?
- C. Do you have any questions?

LOFT DEBRIEFING:

- Attention must be drawn to any deficiencies in the candidate's performance that may result in a 1 or 2 assessment. The asking of questions related to an event or limitation is particularly useful in assessing a candidate's knowledge and judgment. Questions are also effective in reinforcing the positive aspects of a well-handle exercise. CAL debriefing technique should be used as found in ACP manual 10th Edition.

Comments should include:

- Knowledge of SOPs
- Aircraft handling
- CRM components
- Monitoring & Feedback
- Communication Process
- Communication Style
- Conflict Resolution
- Crew Performance
- Leadership
- Situation Awareness
- Decision-Making
- Workload Management

UNSATISFACTORY ASSESSMENT CHECKLIST

CHECK PILOT RESPONSIBILITIES:

- It is important to let the candidates know of the assessment as soon as possible after completion of the evaluation. Determine if both candidates were unsuccessful in the evaluation.
- Debriefing each candidate on each item rated as 1 or 2.
- LOFT training is conducted without the requirement for a passing grade. If deficiencies are identified, further training is provided.
- Advise the candidate that the Chief Pilot or delegate will be contact.
- Ask the candidate for a contact phone number.
- **Complete the briefing with a handshake and allow the pilot to leave.**

CHECK PILOT FOLLOW UP DUTIES:

- Ensure that the Chief Pilot or delegate are notified immediately (if unavailable advise the Duty Pilot).
- Inform Crew Scheduling that candidate is removed from service until further notice.
- Advise Pilot Assistance if candidate needs immediate help.
- Ensure that the Chief Pilot or delegate has photocopies of all documentation.
- Inform Simulator Planner to schedule other candidates if only single failure.
- Be prepared to attend the Chief Pilot or delegate with the failed candidate to provide a detailed performance deficiency(s) review.

CONTACTS:

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- Crew Scheduling, 866-661-8456
- B737@airinuit.com

Syllabus**OBJECTIVES/BRIEFING:**

- Crew using CRM and available resources
- Crew coordination
- Calculating Performances
- No engine bleed take off

- LOFT 4A CM1:

- Preflight
- Cockpit Preparation
- Engine Start
- Taxi
- No Engine Bleed Takeoff
- Climb
- Cruise
- LOSS OF SYSTEM A (29)
- MANUAL REVERSION (29)
- Decent
- ILS 35R Approach 73B/C
- Landing
- After landing
- Taxi in and shut down

- LOFT 4B CM2:

- Preflight
- Cockpit Preparation
- Engine Start
- Taxi
- No Engine Bleed Takeoff
- Climb
- Cruise
- CARGO SMOKE (26)
- Decent
- RNAV 35R 73B-C
- LOC/DME 35R Approach 73B
- Landing
- After landing
- Taxi in and shut down

SESSION 1**SYNOPSIS**

Session 1 will start in CYVR with a destination of CYYC. The plane is positioned at the GATE. The crew will operate as if this is a normal flight. They will carry out the briefings with the company dispatch and the flight attendants. The crew is also expected to do a normal cockpit set up and utilize all necessary resources to bring the flight to a safe conclusion.

Flight Information:**Weather:**

CYYC METAR 1200Z 080/10, 1/8SM FG BR, OVC003, RVR 600 A/B /C 25/22, 29.92

CYVR METAR 1200Z CALM 1 BR OVC 003 23/20 29.96

Runway Condition:

ALL RUNWAYS %100 DRY CODE 6-6-6

NOTAM

MEL: NONE

LOFT 4 CM1 CYVC-CYVR

Prior to the start of the LOFT, the instructor will ensure that all switches are set as if a PARKING Checklist had been completed.

SIM SETUP					
REFERENCE RUNWAY	CYVC 35R				
GROUND POSITION	CYVC				
RUNWAY CONDITION	DRY/IMPR CBL-BLDS AUTO-EAI OFF				
AIRCRAFT WEIGHT	GW: 117023	FUEL: 13000	ZFW: 104523		
300	LBS	LBS	LBS		
AIRCRAFT WEIGHT	GW: 122900	FUEL: 25000	ZFW: 98341 LBS		
400	LBS	LBS	ZFW: 53243 KG		
AIRCRAFT WEIGHT	GW: 67043KG	FUEL: 14000 KG			
800					
PERFORMANCE 330	FLAP 5/BLDSOFF	N1: 84.3	153/159/163	MT:28	
PERFORMANCE 400	FLAP 5/BLDSOFF	N1: 93.9	158/165/169	25/22	
WEATHER	080/12	1/8SM FG	OVC003	25/22	29.92
MEL	NONE				
COCKPIT PREPARATION					
ATIS 128.22	ATIS Information A 080/10kt, 1/8SM FG RVR 600, OVC003, 25/22, 29.92 RWY 35R DRY, APPROACH IN USE ILS 35R				
CLNC DEL 120.82	AIE753 is cleared to CYEG via COWBOY 2 DEP, flight Plan Route, DEPARTURE RWY 35R SQUAWK 7272. Contact apron for push back, on 121.3 DCT BOTAG DCT SIMTA DCT BINVO DCT BOOTH				
PUSHBACK					
GROUND 125.35	AIE753 Cleared to pushback, advise ready to taxi.				
TAXI					
GROUND 125.35	AIE753, taxi B, hold short RWY 35R Contact TWR on 118.7.				
TAKEOFF					
TWR 118.7 VOR FREQ 116.7	AIE753, WINDS 080/12, Contact departure 119.8 airborne, cleared for takeoff 35R.				
CLIMB					
DEP 124.52 VOR FREQ 116.7	AIE753, identified, clear to 13000 feet, passing 3000 turn left heading 200. to intercept R244 outbound YYC VOR flight planned route CLIMB TO FL280				
LOSS OF SYSTEM A (29)					
ARR 126.52	Passing FL280 after 20 min give LOSS OF SYSTEM A (29) Allow crew to complete QRH actions, and when ready provide vectors to CYVR If crew contacts OCC, Dispatch wants them continue to CYVR.				

	737-800/300 WITH FMC CYVR BOOTH.CANUC6.35R ILS RWY 35R For 737-300 no FMC Direct YVR VOR APP 35R via vector
MANUAL REVERSION (29)	
	Once crew has made a decision regarding the diversion, give loss of system B to force them to manual reversion.
Return to CYYC	
ARR 126.52 ATIS 124.6 ILS FREQ 110.75 VOR FREQ 116.7	ATIS Information B 010/10kt, 2SM, OVC008, 25/22, 29.92 RWY 35R DRY, APPROACH IN USE ILS 35R Provide vectors for the return and advise that the approach in use is the ILS35R. AIE 753, you are clear for the ILS 35R, contact TWR on 118.7 upon interception.
PRECISION APPROACH ILS 35R	
TWR 118.7	AIE753, you are clear to land RNWY 35R, winds 010/10.
TAXI GND 121.7	AIE753, contact ground on D3 121.7LEFT ON D/ RIGHT ON E LEFT TO THE GATE

END OF LOFT CM1

SESSION 2**Synopsis**

The flight is originating from either from CYEG TO CYYC and the plane is positioned at GATE in CYEG. The cockpit check is based on a transit flight.

Flight Information:**Weather:**

CYVR METAR 1200Z 350/12, 1SM FG, OVC004, 23/20, 29.92

CYYC METAR 1200Z CALM, 2 BR OVC005 25/22 29.92

Runway Condition:

ALL RUNWAYS %100 DRY CODE 6-6-6

MEL: None

OBJECTIVE

- Crew using CRM and available resources
- Crew coordination
- Calculating Performances

LOFT 4B CM2 CYVR - CYYC

Prior to the start of the LOFT, the instructor will ensure that all switches are set as if a PARKING Checklist had been completed.

SIM SETUP					
REFERENCE RUNWAY	CYVR				
GROUND POSITION	CYVR GATE				
RUNWAY CONDITION	DRY/IMPR CBL-BLDS AUTO-EAI OFF				
AIRCRAFT WEIGHT 300	GW: 117023 LBS	FUEL: 13000 LBS	ZFW: 104523 LBS		
AIRCRAFT WEIGHT 400	GW: 122900 LBS	FUEL: 25000 LBS	ZFW: 98341 LBS		
AIRCRAFT WEIGHT 800	GW: 67043KG	FUEL: 14000 KG	ZFW: 53243 KG		
PERFORMANCE 330	FLAP 5/BLDSOFF	N1: 84.3	153/159/163	MT:28	
PERFORMANCE 400	FLAP 5/BLDSOFF	N1: 93.9	158/165/169	MT:28	
WEATHER	0350/12	1/2SM FG	OVC003	25/22	29.92
MEL	NONE				
COCKPIT PREPARATION					
ATIS 124.6	ATIS Information A 350/12kt, 1SM FG, OVC003, 25/22 29.92 RWY 35R DRY, APPROACH IN USE ILS 35R				

CLNC DEL 121.4	AIE753, is cleared to CYJC via VANCOUVER FRASER NINE DEP, flight Plan Route, DEPARTURE RWY 35R SQUAWK 7373. Contact GROUND for push back on 121.7 DCT ALNOD DCT IKNIX DCT MENBO Q983 IGVEP
PUSHBACK	
GROUND 121.7	AIE753 Cleared to pushback, advise ready to taxi.
TAXI	
GROUND 121.7	AIE753, taxi left on G, right on H, left on L cross 13/31 holding short L6 contact tower on 118.7
TAKEOFF	
TWR 118.7	AIE753, WINDS 350/10, 2SM Contact departure 132.3 airborne, cleared for takeoff 35R
CLIMB	
DEP 132.3 VOR FREQ 115.9	AIE753, Radar identified, passing 3000' heading 080 to intercept R052 outbound YVR VOR, then flight planned route. Before they reach 5000' AIE753 climb 13000'. Before reaching 13000', AIE753 you are cleared FL270. 737-800/300 WITH FMC RNAV (GNSS)Z RWY 35R
CARGO SMOKE (26)	
ARR 125.9	Passing FL290 give lower CARGO SMOKE.
to CYJC	
ATIS 128.22	ATIS Information A 080/10kt, 2 BR, OVC006, 25/22, 29.92 RWY 35R DRY, APPROACH IN USE LOC/DME 35R OR RNAV 35R
NON-PRECISION APPROACH 737-300/400 LOC/DME 35R AND 737-800-RNAV 35R	
TWR 118.7 LOC/DME FREQ 110.75	AIE753, you are cleared for the LOC/DME 35R OR RNAV 35R
LANDING TWR 118.7	AIE753 is cleared to land RWY 35R. AIE753, exit left D4 contact ground on 125.35
TAXI	
GND 125.35	AIE753, GND 125.35, turn left on apron to the gate.

END OF LOFT CM2