***TRAINING PROGRAM*:**

(all the training courses are performed in english)

The total duration of the training is 20 months

PHASE 1: ATPL Theory part / 14 Certificates

1. Air Law
2. Aircraft General Knowledge 1: Airframes and Systems
3. Aircraft General Knowledge 2: Electrics and Electronics
4. Aircraft General Knowledge 3: Powerplant
5. Aircraft General Knowledge 4: Instrumentation
6. Flight Performance and Planning 1
7. Flight Performance and Planning 2
8. Human Performance and Limitations
9. Meteorology
10. Navigation 1: General Navigation
11. Navigation 2: Radio Navigation
12. Operational Procedures
13. Principles of Flight
14. Communications

Total phase 1 → 750 h

The theoretical part of the training is divided into 3 blocks of 14 weeks (4 or 5 modules) After each block, a revision period and mock tests are scheduled. The actual exams will take place in an approved center (Paris or Rennes concerning us).

The conditions for success are as follows:

- 4 attempts maximum per certificate.
- Registration at 6 sessions maximum.
- 18 months maximum after first attempt to pass all certificates.

PHASE 2 : basic initial, solo, nav and night flying

Total phase 2 → 55 h15

PHASE 3 : Consolidation, Experience build up UPRT & advanced training

Total phase 3 → 52 h30

PHASE 4 : IR ME TRAINING and SPIC IFR FLIGHTS Introduction to multi pilot operations during SPIC.

Total phase 4 → 94 h

Additional training /Ops courses : Hot Weather, Cold Weather, CRM, ETOPS, FANS, NAT/MNPS, Fatigue Managment, RVSM, TCAS, Volcanic Ash, Pilot incapacitation…

Total → 15 h

No technical information : Air Transport Economy, Security, Human Factors, intl organizations…

Training policy

Air Paris Academy Training develops the Airline concept at all steps of the Ab-initio training.

Safety

Safety drives all Air Paris Academy Training activities with the "Just and Fair " culture including an efficient safety event reporting (including ASR) as well as a pro-active Emergency Response Plan. Meanwhile Air Paris Academy Training also emphasizes the following issues:

- During preflight briefing, introducing potential failures in term of safety.

- Implementation of internal feedback (ASR and REX, pilot report) and external monitoring (BEA, NTSB, other schools SM exchanges).
- Follow-up of events by a bi-monthly meeting and a Safety Review Board held every two months.
- A safety information as part of our periodic publication
- A real time information (shareware ie: Slack) and in the flight file update for optimal responsiveness following an significant safety event and requiring rapid correction.
- A page of the school's website devoted to flight safety.

Human Factor , CRM,TEM…

The flight safety is part of the core values of the Academy Training. That's the reason why the human factors are present at all stages of the training courses.

A specific focus is be made on :

- The decision making and the ability to decide in a dynamic situation. A decision making aid is provided to the trainees.
- The Crew resource management. Effective crew communication and coordination have long been requirements for safe and efficient aviation operations.
- The TEM model (Threat Error and Management) is one of the main safety tool used, as well as the Reason's model. The TEM model can be used in several ways. As a safety analysis tool, of course, it can be used also as a training tool. It improves the effectiveness of the training interventions, and consequently of the organisational safeguards.
- The Notechs' competencies are explained and appreciated as far as they are part of our notation.

Operations

With its own operations center, Air Paris Academy Training provides the trainees with all aspects of a real airline organization including, flight preparation , meteorology information, Nav documentation…

As in the airline, a key attention is paid to aircraft walk around, cockpit preparation, flight document check (including: MEL, ATL …). With its virtual cockpit Air Paris Academy Training provides trainees with the capability to self-train and run dedicated procedures for pre-flight preparation.

Briefing/debriefing

Air Paris Academy Training develops a safety culture inspired by the Hudson model, and its goal is to move towards a generative culture. This is why special attention will be paid on briefing/ debriefing. Air Paris Academy Training wants pilot trainees becoming autonomous and therefore able to self-debrief. It is for us a major concern of training.
Prior and after each training modules (Flight and ground), a briefing is performed in order to analyze best and worst practices and to capitalize on skills and appropriate behaviors. Air Paris Academy Training introduces the EBT (Evidence Based Training) for the trainees' notation. Instructor's debriefing is, on request, performed with the help of an embedded camera (GoPro) with a snapshot capability, installed in the aircraft .

Competency Based Training to Evidence Based Training

In line with the EASA study on efficient training, Air Paris Academy Training integrates the Evidence Based Training (EBT) concept till the very beginning of the training.

Training aims :

All training is provided by experienced professional instructors, MCC or equivalent is required for every flight instructors. Instructor's integration course points out the "airline oriented training" concept to coordinate the objectives of various phases.

Overall training is oriented to the acquisition of competencies and skills required to act as pilot in commercial air transport, known as EBT (Evidence based Training). These 9 competencies are recognized and approved by worldwide industry and ICAO, EASA, IATA as a reference for the safe operation of public transport aircraft. Technical and non-technical behaviours to be observed for every pilot at the end of their training are as follows:

- Application of Procedures,
- Communication,
- Flight path management/automation,
- Flight path management/manual control,
- Knowledge,
- Leadership and teamwork,
- Problem solving & decision making,
- Situation awareness,
- Workload management.

Although not equally relevant along the whole progression – e.g. automation is not relevant before phase 4-, competencies and skills are observed and assessed at every significant step of progression, and all of them are to be reached at the end of phase 4.

Training sessions are based on “threat and error management” concept, (TEM). Each phase of flight is the opportunity to point out the threats and teach how to avoid or mitigate them to a safe level. Basic Flying skills remain the major objective of all phases. Prior to entering Phase 1, an inflight evaluation on a basic instrument equipped aeroplane is scheduled .Upset recovery is trained on appropriate aircraft during the consolidation phase, and reinforced during the advanced MCC course, to address upset recovery techniques applicable to modern high-performance transport aeroplanes.

PROGRAMME DE FORMATION:

(Tous les cours sont dispensés en anglais)

La durée totale de la formation est de 20 mois .

PHASE 1: Partie Théorie ATPL / 14 Certificats

1. Droit aérien
2. Connaissances générales des aéronefs 1: cellules et systèmes
3. Connaissances générales des aéronefs 2: Électricité et électronique
4. Connaissances générales de l'aéronef 3: groupe motopropulseur
5. Connaissances générales sur les aéronefs 4: Instrumentation
6. Performance de vol et planification 1
7. Performance et planification du vol 2
8. Performance humaine et limites
9. Météorologie
10. Navigation 1: Navigation générale
11. Navigation 2: Navigation radio
12. Procédures opérationnelles
13. Principes de vol
14. Communications

Total phase 1 → 750 h

La partie théorique de la formation est découpée en 3 blocs de 14 semaines (4ou 5 modules) Après chaque bloc, une période de révision et des examens blancs sont programmés. Les examens réels se dérouleront dans un centre agréé (Paris ou Rennes nous concernant).

Les conditions de réussite sont les suivantes :

- 4 tentatives par certificat maximum.
- Inscription à 6 sessions maximum .
- Délai de 18 mois maximum après la première tentative pour réussir l'ensemble des certificats.

PHASE 2 : base initiale, solo, nav et vol de nuit

Total phase 2 → 55h15

PHASE 3 : Consolidation, expérience, formation UPRT

Total phase 3 → 52h30

PHASE 4 (IR ME TRAINING et SPIC IFR FLIGHTS) Introduction aux opérations multi-pilotes pendant SPIC.

Total phase 4 → 94 h

Formation complémentaire / cours d'Ops: temps chaud, temps froid, CRM, ETOPS, FANS, NAT / MNPS, fatigue, RVSM, TCAS, cendres volcaniques, incapacité pilote…

Total → 15 h

Informations non techniques: économie du transport aérien, sécurité, facteurs humains, organisations internationales…

Politique de formation

Air Paris Academy Training décline le concept de compagnie aérienne à toutes les étapes de la formation Ab-initio.

Sécurité

La sécurité sous-tend toutes les activités de formation d'Air Paris Academy avec la mise en œuvre de la culture «juste et équitable», comprenant notamment le reporting systématique des événements mettant en jeu la sécurité (ASR) tout en intégrant un plan d'intervention d'urgence proactif. Par ailleurs, Air Paris Academy Training met également l'accent sur les points suivants:

• Lors du briefing avant le vol, évaluer des défaillances potentielles pouvant affecter la sécurité.

• Mise en place d'un outil de retour d'expérience (ASR et REX, rapport pilote) et de prise en compte des évènements externes (BEA, NTSB, autres centres d'échange SM).

• Analyse des incidents lors d'une réunion bimensuelle avec convocation du comité d'examen de la sécurité tenu tous les deux mois.

• une information sur la sécurité dans le cadre de notre publication périodique

• Une information en temps réel (shareware, ie: Slack) et mise à jour du fichier de vol pour une réactivité optimale suite à un événement de sécurité significatif et nécessitant une correction rapide.

• Une page du site internet de l'école consacrée à la sécurité des vols.

Facteur Humain, CRM, TEM…

La sécurité des vols fait partie des valeurs fondamentales de la formation académique. C'est la raison pour laquelle les facteurs humains sont présents à tous les stades de la formation.

Un accent particulier est porté sur:

• La prise de décision et la capacité de décider dans une situation critique. Une méthodologie d'aide à la décision est dispensée aux stagiaires.

• La gestion des ressources de l'équipage. La communication et la coordination efficaces des équipes sont depuis longtemps des exigences pour garantir des opérations aériennes sûres et efficaces.

• Le modèle TEM (Threat Error and Management) est l'un des principaux outils de sécurité utilisés, ainsi que le modèle de Reason. Le modèle TEM peut être utilisé de plusieurs manières, en tant qu'outil d'analyse de la sécurité, mais aussi comme outil de formation. Il améliore l'efficacité des actions de formation et, par conséquent et apporte les garanties organisationnelles propres à l'amélioration de la sécurité des vols.

• Les compétences Non Techniques sont expliquées et appréciées car partie prenante de notre notation.

Les opérations

Avec son propre centre de contrôle des opérations, Air Paris Academy Training fournit aux stagiaires toutes les composantes d'une compagnie aérienne, y compris la préparation du vol, les informations météorologiques, la documentation de Navigation…

A l'instar d'une compagnie aérienne, une attention particulière est portée à la circulation des aéronefs, à la préparation du poste de pilotage, à la vérification des documents de vol (MEL, ATL, etc.).

Lexique :

- **ATL :** Aircraft Technical Logbook
- **ATPL** : Air Transport Pilot Licence
- **BEA :** Bureau enquête accident
- **CPL** : Commercial Pilot Licence
- **CRM** : Crew Resource Managment
- **EASA :** European Aviation Safety Agency
- **EBT :** Evidence-Base Training
- **ETOPS :** Extended-range Twin-engine Operational Performance Standards
- **FANS :** Future Air Navigation System
- **FNTP :** Flight Navigation & Procedures Trainer
- **IATA :** International Air Transport Association
- **ICAO :** International Civil Aviation Organisation
- **IFR :** Instrument Flight Rules
- **IR :** Instrument Rating
- **MCC :** Multi Crew Cooperation Course
- **ME :** Multi Engine
- **MEL :** Minimum Equipment List
- **MEP :** Multi Engine Pilot

- **MNPS :** Minimum Navigation Performance Specifications
- **NAT/HLA :** North Atlantic High Level Airspace
- **NAV :** Navigation
- **PERF :** Performance
- **RVSM :** Reduced Vertical Separation Minima
- **SPIC :** Student Pilot In Command
- **TEM :** Threat and Error Management
- **TCAS :** Traffic Collision Avoidance System
- **UPRT :** Upset Prevention and Recovery Training