

PROGRAMMA MANTENIMENTO LICENZE MD11

E' iniziato il programma mantenimento licenze di volo per i piloti ex settore MD11.

Si ricorda che il mantenimento delle licenze di volo è assoluta responsabilità del singolo.

Il Fondo Speciale del Trasporto Aereo (FSTA Lg.291/2004) che è il responsabile per la riqualificazione del personale posto in CIGS/mobilità, non è al momento capiente per queste esigenze. E' stata comunque inoltrata domanda al FSTA di provvedere a finanziare i costi sostenuti per il mantenimento delle licenze di volo.

Da regolamento l'azione del fondo è orientata prioritariamente al pagamento dell'integrazione salariale. Comunque, **si consiglia di conservare tutte le ricevute**, anche se non si ha ancora la certezza se e/o quando il FSTA rimborserà. L'addestramento si atterrà alle specifiche dettate dall'informativa ENAC del 15/09/2009, (in allegato).

Si rammenta che il TRE/SFE svolgerà l'attività senza finalità di lucro, e la sua disponibilità è finalizzata alla sola salvaguardia professionale di noi piloti.

Al momento la struttura individuata è quella del **LUFTHANSA TRAINING CENTER** di Zurigo , scelta principalmente per la grande disponibilità di slots del simulatore , oltre che per i costi contenuti e la facilità nel raggiungerla.

In ogni caso , in calce al documento , troverete anche i recapiti e i costi delle altre due strutture contattate , Finnair e il Training Center Lufthansa di Francoforte.

Il programma è stato presentato in data 01/09/09 ed approvato da ENAC ; di seguito trovate la domanda e la conseguente autorizzazione :

Spett.le ENAC
Direzione Licenze del Personale
Via di Villa Ricotti , 42
00161 , Roma

Oggetto : Richiesta di Revalidation T.R.P.C su a/m MD11

In riferimento all'incontro del 1 Settembre 2009 , si richiede di poter effettuare i rinnovi dei T.R. su aeromobile MD11 secondo la seguente procedura :

- Non utilizzare un T.R.T.O. , o F.T.O. ;
- Utilizzare un T.R.E. Alitalia attualmente in C.I.G.S. ;
- Il T.R.E. designato al check si impegna a :
 - mantenere copia dei verbali Mod. 102 ENAC 1/2007 e Mod. 102 "V" ENAC 1/2007 per la durata di anni 5 (cinque) ;
 - consegnare presso la sede ENAC di Via Villa Ricotti 42 , Roma , gli originali dei suddetti verbali entro e non oltre 10 giorni dalla data del check ;
 - inviare, almeno 5 giorni lavorativi antecedenti all'esame, via fax (n° 0644185701) , alla sede ENAC (all'attenzione della Dott.sa Italia / Cpt Russo) i nominativi del personale T.R.E. , T.R.I. e dei Candidati interessati al Check ;
 - consegnare ad ENAC la fotocopia della lettera di posizione in C.I.G.S. esaminando.

I Checks devono essere effettuati esclusivamente per il personale di Alitalia in C.I.G.S.

Il Check T.R.P.C. avrà la durata di ore 4 (quattro) per ogni equipaggio.

Si riportano , di seguito ,il nominativo e i dati anagrafici del T.R.E. preposto a quanto in oggetto :

Com.te Giulio IACOBELLI – TRE n° 3065 scadenza 24/02/2009

Licenza ICAO I-ATPL-A-06758N scadenza 31/12/2012

Nato a Scandriglia il 24/02/1949 , residente in Via Provinciale per Roma 16 , 02030 Scandriglia

Data

Roma , 01/09/2009

Cpt. Andrea GADDI _____

1Uff. Dimitri COLOGGI _____

1Uff. Luca BRAGALONE _____

Egr. Com.te Iacobelli Giulio
Via Provinciale per Roma N°16
02030 Scandriglia Roma

oggetto: Revalidation Type Rating/IR per PNT posto in mobilità/CIGS

In riferimento alla nota presentata a questa Direzione in data 01/09/09 da un gruppo di piloti ex Alitalia del settore MD11 si prospetta un percorso organico e coordinato per il rinnovo delle abilitazioni in oggetto da parte del personale posto in mobilità/CIGS,
vista la JARFCL 1.245 (b),
considerata la opportunità di procedere in modo organizzato e univoco sia per le esigenze di ENAC sia per fornire ausili e risposte univoche alle molte richieste che pervengono da parte del personale di volo posto in cassa integrazione circa le modalità di rinnovo delle abilitazioni,
considerato che tutto il personale è in possesso di abilitazioni ancora in corso di validità,

si approva quanto proposto nella nota sopra citata, e cioè:

- l'attività viene svolta senza finalità di lucro
- i proficiency check per la sola revalidation di abilitazioni viene effettuato da TRE o SFE in indirizzo ed in possesso della relativa autorizzazione in corso di validità, non più impiegato presso l'Operatore/TRTO citato nella stessa,
- IL TRE o SFE in indirizzo comunicherà ad ENAC, con un anticipo di almeno 5 giorni lavorativi, le date di svolgimento dei Type Rating PC
- Di ogni Proficiency Check verranno redatte due copie di verbale e check list (Mod.102 e Mod. 102V): una da consegnare alla Direzione Licenze del Personale ENAC (originale) per l'aggiornamento del data base, una che verrà conservata dal TRE o SFE per almeno 5 anni,
- Assieme alla copia del verbale di PC, dovrà essere consegnata ad ENAC Direzione Licenze del Personale, anche una fotocopia della lettera di posizione in CIGS del candidato,
- Il rinnovo avverrà secondo quanto previsto dalla JAR FCL 1.245 e relative Appendici 1 e 2.
- Nel caso in cui il candidato non avesse effettuato 10 tratte negli ultimi 12 mesi dovrà effettuare prima del proficiency Check una tratta sotto la supervisione di un TRE o SFE.
- Il Check T.R.P.C avrà la durata di 4 (quattro) ore per ogni equipaggio

Quanto sopra riportato non può intendersi applicabile in caso di abilitazioni scadute.



In tal caso, se l'abilitazione non risulta scaduta da oltre 30 giorni, è possibile presentare ad ENAC, Direzione Licenze del Personale, una proposta di procedere al rinnovo con le modalità sopra descritte, che dovrà essere preventivamente autorizzata. Nella richiesta dovrà essere specificato il numero totale delle ore di volo e il numero delle ore di volo negli ultimi 12 mesi sul tipo di aeromobile su cui si intende effettuare il proficiency Check.

Se invece l'abilitazione risulta scaduta da oltre 30 giorni, l'interessato dovrà necessariamente rivolgersi ad un TRTO/FTO per il programma di renewal.

La suddetta procedura può essere soggetta a variazioni che si dovessero rendere necessarie in fase di implementazione della stessa, notificandole preventivamente al TRE o SFE in indirizzo o su richiesta della stessa.

Saluti cordiali

Eleonora Italia

La procedura per la formalizzazione degli equipaggi , la verifica della disponibilità del TRE/SFE e dello slot è riportata di seguito :

1. formare uno o più equipaggi , anche non omogenei (non è richiesto che lo siano)
2. contattare il TRE/SFE (**Iacobelli**) per trovare un giorno a lui congeniale. Di seguito i recapiti : Telefono fisso : **0765 89453** , Cellulare : **338 9560524** oppure **338 1865945**
3. prenotare lo slot o gli slots necessari nelle strutture a voi gradite (per Zurigo o Francoforte è necessario fornire , all'atto della prenotazione, i seguenti documenti in formato elettronico: copia della licenza e copia del passaporto) utilizzando i recapiti forniti più in basso.
4. Prenotare , se necessario , la struttura alberghiera per il soggiorno dell'equipaggio e del TRE/SFE, presso una delle strutture partner dei centri addestramento.
5. comunicare ad ENAC tramite Email (licenze.personale@enac.rupa.it) oppure tramite fax (**06 44185701**), con apposito modello di richiesta e con almeno 5 gg lavorativi di anticipo , la data , il luogo e i nomi dei partecipanti (TRE/SFE compreso) : di questa richiesta non è necessario attendere risposta. Un fac-simile della richiesta lo trovate in fondo.
6. effettuare il check (che per ogni equipaggio sarà di minimo 4 ore , assorbendo anche l'RT)
7. compilare apposita modulistica ENAC (Mod. 102 e 102V) , che verrà redatta in almeno 2 copie
8. archiviare modulistica : 1 copia la conserva il TRE/SFE per almeno 5 ani , l'altra va consegnata ad ENAC (Via Villa Ricotti) entro 10gg dal check (la consegna dei moduli può essere effettuata anche da una sola persona)

NOTA BENE

Si ricorda di portare con se la seguente documentazione: licenza di volo, visita medica in corso di validità e lettera della cassa integrazione a zero ore.

Nel caso in cui la licenza dei rinnovandi sia scaduta **da non oltre 30gg** , è comunque possibile effettuare il controllo con la procedura sopra descritta , sostituendo però il punto 4 con il seguente 4a :

4. presentare richiesta scritta ad ENAC (Via Villa Ricotti) per rinnovare il TR/IR con la procedura sopra descritta , indicando per ognuno dei candidati le ore di volo totali , quelle su MD11 e le ore negli ultimi 12 mesi. Alla fine del documento ne troverete un fac-simile al quale sarà sufficiente modificare i dati (Richiesta rinnovo licenza scaduta)

L'autorizzazione può essere presentata anche da uno solo dei candidati a nome dei firmatari della domanda stessa e la risposta è immediata.

Tutta l'operazione avviene anche grazie alla preziosa collaborazione di ENAC , nelle persone della Sig.ra Casalini e del Cpt Russo , disponibili a riceverci per ogni ulteriore dubbio ai seguenti recapiti:

ENAC (ufficio Licenze) tel 06 44185700
Sig.ra Casalini 320 4781103
Com.te Russo 335 6030438

Si sottolinea che tutti i compiti previsti da ENAC per il TRE/SFE , verranno svolti dagli esaminandi (es : punti 4 , 4a e 7)

I costi da sostenere per il rinnovo sono i seguenti (se il rinnovo avviene a Zurigo) :

- 2 ore di simulatore (Proficiency Check) : 950 Euro. (475Euro/ora)
- 2 ore di simulatore (Recurrent Training) : 0 Euro (eseguite durante la sessione di assistenza dell'altro collega). Di seguito riportiamo le modalità di pagamento del simulatore di Zurigo e le operazioni accessorie per predisporre l'eventuale rimborso :
 1. ogni singolo provvederà al pagamento della propria parte di importo (2 ore) tramite bonifico alle coordinate sotto riportate
 2. l'importo è di 475Euro/Ora , quindi 950 Euro a testa
 3. la causale del versamento dovrà essere come la seguente (se lo fate allo sportello della vostra banca non ci dovrebbero essere problemi di sorta per la lunghezza):
SIM MD11 ZRH "DATA" "SLOT" "COGNOME" (es : SIM MD11 ZRH 15/09/09
SLOT 2 BRAGALONE)
 4. il beneficiario sarà : ProFlight GmbH, Kleiner Ort 5 D-28357 Bremen
 5. la banca e le sue coordinate sono : Bankhaus Carl F. Plump (Am Markt 19, 28195 Bremen) , IBAN: DE 05290304000000086380 - BIC: PLUMDE29 (il bic è un codice che usano le banche se lo fate allo sportello)
 6. inviare copia della ricevuta del bonifico a jens.katenkamp@proflight.com , specificando l'indirizzo di fatturazione (es: propria abitazione)
 7. inviare , quando in possesso , una copia della fattura rilasciata da Lufthansa a Max Chiappi (max.chiappi@tele2.it) , che li inoltrerà alla commissione CIGS ANPAC/UP per una eventuale richiesta di rimborso collettiva.
- Biglietto aereo A/R . Da Roma per Zurigo lo Zed costa 79 Euro e gli orari dei voli Swiss sono i seguenti :

	FCO – ZRH		ZRH – FCO
LX1735	06.50 - 08.30	LX1726	07.25 – 08.55
LX1727	09.35 - 11.20	LX1736	12.35 – 14.05
LX1737	14.45 - 16.25	LX1732	17.30 – 19.00
LX1733	19.50 – 21.25	LX1734	20.40 – 22.10

NOTA BENE:

Con i biglietti ZED la Swiss richiede che ci si annunci sul volo che si intende utilizzare in anticipo, per poter organizzare la lista di attesa.

Il “Listing” deve essere effettuato chiamando prima possibile il N° verde Swiss 848868120

- Eventuale pernottamento presso una delle strutture convenzionate (leggere informativa in fondo)
- Biglietto aereo A/R , vitto ed eventuale alloggio TRE (circa 200 Euro)

Di seguito il riepilogo dei documenti necessari allo svolgimento del check:

- Brevetto
- Libretto di volo
- Passaporto
- Lettera di posizionamento in CIGS
- Copia del bonifico di pagamento del simulatore
- ENAC Modello 102
- ENAC Modello 102V

Inseriamo i recapiti delle strutture contattate , dove è possibile effettuare il check.

Finnair Flight Training Center

Tel : +358 - 989194613
Fax : +358 - 98184600
e-Mail : peter.makinen@finnair.com
web : www.finnairflighttraining.com

I costi presso Finnair sono i seguenti :

Pacchetto a 3900 Euro, che comprende :

2 sessioni di sim (4 ore l'una) + 8 ore CBT + volo a/r per un solo equipaggio.

E' possibile utilizzare il pacchetto in due equipaggi , tenendo presente che il volo di A/R è però per un solo equipaggio.

Lufthansa Flight Training Center

Tel. : +49 - 6969653075
Fax : +49 - 696969853075
e-Mail : Britta.Beauvais@lft.dlh.de (Francoforte)
e-Mail : jens.katenkamp@proflight.com (Zurigo)
web : www.lufthansa-flight-training.com

Il costo del simulatore presso la struttura di Francoforte è di 520Euro/ora + 19% Iva.

Allegati al presente documento , troverete:

1. ENAC Modello 102
2. ENAC Modello 102V
3. Richiesta rinnovo licenza scaduta
4. Richiesta rinnovo licenza standard
5. Pocket Guide per la struttura di Zurigo per un facile orientamento
6. Partner Hotels convenzionati con le strutture addestrative Lufthansa
7. Certificati relativi ai simulatori Lufthansa
8. Pocket Guide per la struttura di Helsinki
9. Partner Hotels convenzionati con la struttura Finnair
10. Certificato relativo al simulatore Finnair
11. Informativa ENAC del 15/04/2009
12. GuideLine per lo svolgimento del check (Programma Sim)
13. Procedura prenotazione slot sim ZRH

	ATPL(A)-MPA TYPE RATING-TRAINING-SKILL TEST PROFICIENCY CHECK CHECK LIST Ref. Appendix 2 to JAR FCL 1.240&1.295	☐ ATPL ☐ Type Rating ☐ Proficiency Check ☐ Training record ☐ Skill test
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Cognome <i>Applicant's last name</i>		Nome <i>Name</i>	
Tipo di licenza <i>Type of licence</i>		Numero <i>Number</i>	
Stato <i>State</i>		Firma del richiedente <i>Signature of applicant</i>	

- The following symbols mean:
 - P = Trained as Pilot in command or Co-pilot and as Pilot Flying (PF) and Pilot Not Flying (PNF) for the issue of a Type rating as applicable.
 - X = Simulators shall be used for this exercise, if available, otherwise an aircraft shall be used if appropriate for the manoeuvre or procedure.
- The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (.....>).
 The following abbreviations are used to indicate the training equipment used:
 - A = Aeroplane
 - FS = Flight Simulator
 - FTD = Flight Training Device
 - OTD = Other Training Device
- The starred items (*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency ck, the type rating will be restricted to VFR only.
- Where letter M appears in the skill test/proficiency ck column this will indicate mandatory exercise.
- A Flight Simulator shall be used for practical training and testing if the simulator forms part of an approved type-rating course.(continued) (refer to app.dx 2 to JAR-FCL 1.240&1.295 paragraph 5).

course/continued/ (refer to appendix 2 to ICAO PCE 1.2-6d1.255 paragraph 5).

	PRACTICAL TRAINING					ATPL/TYPE-RATING SKILL TEST/PROF CHECK				
Manœuvres/Procedures (including Multi-Crew-Cooperation)	OTD	FTD	FS	A	Instructor's initials when training completed	Ckd in	Examiner's initials when test completed			
						FS A	Attempt 1		Attempt 2	
							P	F	P	F
SECTION 1										
1 Flight preparation	P									
1.1 Performance calculation										
1.2 Aeroplane ext.visual inspect. ; location of each item and purpose of inspection					P					
1.3 Cockpit inspection		P...>	>	>						
1.4 Use of checklist prior to start engines ; starting procedures radio and navigation equipment check, selection and setting of navigation and communication frequencies	P....>	>	>	>		M				
1.5 Taxiing in compliance with air traffic control or instruction of instructor			P...>	>						
1.6 Before take-off checks		P.....>	>	>		M				
SECTION 2										
2 Take-offs										
2.1 Normal take offs with different flap settings, including rolling take off			P.....>	>						
2.2* Instrument take-off : Transition to instrument flight is required during rotation or immediately after becoming airborne			P.....>	>						
2.3 Cross wind take-off (A, if practicable)			P.....>	>						
2.4 Take-off at maximum take off mass (actual or simulated MTOM)			P.....>	>						

Applicant's name:	PRACTICAL TRAINING					ATPL/TYPE-RATING SKILL TEST/PROF CHECK					
Manœuvres/Procedures (including Multi-Crew-Cooperation)	OTD	FTD	FS	A	Instructor's initials when training completed	Ckd in	Examiner's initials when test completed				
						FS A	Attempt 1		Attempt 2		
							P	F	P	F	
2.5 Take-offs with simulated engine failure 2.5.1* <u>Shortly after reaching V2</u> (in aeroplanes wich are not certificated as tranport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the engine failure shall not be simulated until reaching a minimum heght of 500 ft above runway end. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure shortly after reaching V2)			P.....>	>							
2.5.2* <u>Between V1 and V2</u>			P	X		M FS only					
2.6 Rejected take-off at a reasonable speed before reaching V1.			P.....>	>X		M FS only					
SECTION 3											
3 Flight Manœuvres and Procedures											
3.1 Turns with and withouth spoilers			P.....>	>							
3.2 Tuck under and Mach buffets after reaching the critical Mach number, and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)			P.....>	>X An aircraft may not be used							
3.3 Normal operation of systems and controls engineer's panel	P.....>	>	>	>							
3.4 Normal and abnormal operation of following sytems :						M	A mandatory Minimum of 3 items shall be selected from 3.4.1 to 3.4.14 Inclusive.				
3.4.0 Engine (if necessary propeller)	P.....>	>	>	>							
3.4.1 Pressurization and air conditioning	P.....>	>	>	>							
3.4.2 Pitot/static system	P.....>	>	>	>							
3.4.3 Fuel system	P.....>	>	>	>							
3.4.4 Electrical system	P.....>	>	>	>							
3.4.5 Hydraulic system	P.....>	>	>	>							
3.4.6 Flight Control and Trim system	P.....>	>	>	>							
3.4.7 Anti and de-icing system glare shield heating	P.....>	>	>	>							
3.4.8 Autopilot/Flight Director	P.....>	>	>	>							
3.4.9 Stall warning devices or stall avoidance devices, and stability augmentation devices	P.....>	>	>	>							
3.4.10 Ground Proximity Warning system , Weather radar, radio altimeter, transponder		P.....>	>	>							
3.4.11 Radios, navigation equipment, instruments, FMS	P.....>	>	>	>							

Applicant's name:	PRACTICAL TRAINING					ATPL/TYPE-RATING SKILL TEST/PROF CHECK				
Manœuvres/Procedures (including Multi-Crew-Cooperation)	OTD	FTD	FS	A	Instructor's initials when training completed	Ckd in	Examiner's initials when test completed			
						FS A	Attempt 1		Attempt 2	
							P	F	P	F
3.4.12 Landing gear and brake	P.....>	>	>	>						
3.4.13 Slat and Flap system	P.....>	>	>	>						
3.4.14 Auxiliary Power Unit	P.....>	>	>	>						
3.6 Abnormal and Emergency Procedures						M	A mandatory Minimum of 3 items shall be selected from 3.6.1 to 3.6.9 Inclusive.			
3.6.1 Fire drills e.g. Engine, APU, Cabin, Cargo compartment, Flight deck, wing and electrical fires including evacuation.		P.....>	>	>						
3.6.2 Smoke control and removal		P.....>	>	>						
3.6.3 Engine failures, shut down and restart in flight at a safe altitude		P.....>	>	>						
3.6.4 Fuel dumping		P.....>	>	>						
3.6.5 Windshear at take-off/landing			P	X		FS only				
3.6.6 Simulated cabin pressure failure/emergency descent			P.....>	>						
3.6.7 Incapacitation of a crew member		P.....>	>	>						
3.6.8 Other emergency procedures as outlined in the appropriate aeroplane Flight Manual		P.....>	>	>						
3.6.9 ACAS event (TCAS)	P.....>	>	>			FS only				
3.7 Steep turns with 45° bank, 180° to 360° left and right		P.....>	>	>						
3.8 Early recognition and counter measures on approaching stall (up to activation of stall warning device) in take-off configuration (flap in take off position), in cruising flight configuration and in landing configuration (flap in landing position, gear extended)			P.....>	>						
3.8.1 Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration			P	X						
3.9 Instrument flight procedures										
3.9.1* Adherence to departure and arrival routes and ATC instructions		P.....>	>	>		M				
3.9.2* Holding procedures		P.....>	>	>						
3.9.3* Precision approaches down to a decision height (DH) not less than 60m (200 ft)										
3.9.3.1* Manually, without flight director			P.....>	>		M (skill test only)				
3.9.3.2* Manually, with flight director			P.....>	>						
3.9.3.3* With autopilot			P.....>	>						

Applicant's name:	PRACTICAL TRAINING					ATPL/TYPE-RATING SKILL TEST/PROF CHECK				
Manœuvres/Procedures (including Multi-Crew-Cooperation)	OTD	FTD	FS	A	Instructor's initials when training completed	Ckd in	Examiner's initials when test completed			
						FS A	Attempt 1		Attempt 2	
							P	F	P	F
3.9.3.4* Manually, with one engine simulated inoperative ; engine failure has to be simulated during final approach from before passing the OM until touchdown or through the complete missed approach procedure In aeroplanes wich are not certificated as tranport category (JAR/FAR 25) or as a commuter category aeroplanes (SFAR 23), the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the non-precision approaches described in 3.9.4. The go-around shall be initiated when reaching the published obstacle clearance height (OCH/A), however, not later than reaching a minimum descent heght/altitude (MDH/A) of 500 ft above runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with 3.9.3.4.			P.....>	>		M				
3.9.4* NDB or VOR-LOC approach down to the MDH/A			P*....>	>		M				
3.9.5 Circling approach under following conditions : (a)* approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions ; <u>followed by :</u> (b) circling approach to another runway at least 90° off centerline from final approach used in item a), at the authorised minimum circling approach altitude. Remark : if a) and b) are not possible due ATC reasons a simulated low visibility pattern may be performed			P*....>	>						
SECTION 4										
4 Missed Approach Procedures										
4.1 Go-around with all engines operating* after an ILS approach on reaching decision heght			P*....>	>						
4.2 Other missed approach procedures										
4.3* Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt			P*....>	>		M				
4.4 Rejected landing at 15 m (50 ft) above rwy threshold and go-around			P.....>	>						

Applicant's name:	PRACTICAL TRAINING					ATPL/TYPE-RATING SKILL TEST/PROF CHECK				
Manceuvres/Procedures (including Multi-Crew-Cooperation)	OTD	FTD	FS	A	Instructor's initials when training completed	Ckd in	Examiner's initials when test completed			
						FS A	Attempt 1		Attempt 2	
							P	F	P	F
SECTION 5										
5 Landings										
5.1 Normal landings*also after an ILS approach with transition to visual flight on reaching DH			P....>	>						
5.2 Landing with simulated jammed horizontal stabilizer			P.....>	An aircraft may not be used		FS only				
5.3 Cross wind landings (a/c if practicable)			P....>	>						
5.4 Traffic pattern and landing without extended or partially extended flaps and slats.			P....>	>						
5.5 Landing with critical engine simulated inoperative			P....>	>		M				
5.6 Landing with two engines simulated inoperative : - Aeroplanes with three engines : (center engine and one outboard as far as practicable according to data of the AFM. - Aeroplanes with four engines. Two engines at one side.			P	X		M FS only Skill test only				

Location and date:		Type & number of Licence	
Signature of authorised T.R.I/T.R.E (as applicable):		Name of T.R.I/T.R.E in capitals (as applicable):	

END

General remarks :

Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 feet (60 m), i.e Cat II/III operations.

(Refer to Subpart E, JAR-FCL 1.180)

Applicant's name:	PRACTICAL TRAINING					ATPL/TYPE-RATING SKILL TEST/PROF CHECK				
						Examiner's initials when test completed				
	OTD	FTD	FS	A	Instructor's initials when training completed	Ckd in FS A	Attempt 1		Attempt 2	
							P	F	P	F
Manœuvres/Procedures (including Multi-Crew-Cooperation)										
SECTION 6 6 Additional authorization on a type rating for instrument approaches down to a decision height less than 60 m (200 ft) (CAT II/III) The following manœuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures all aeroplane equipment required for type certification of these approaches shall be used : 6.1* Rejected take-off at minimum authorised RVR			P*....>	X		M* FS only				
6.2* ILS Approaches In simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (task sharing , call-out procedures, mutual surveillance, information exchange and support) shall be observed.			P.....>	>		M				
6.3* Go-around after approaches as indicated in 6.2 on reaching DH. The training also shall include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, and ground/airborne equipment failure prior to reaching DH and, go-around with simulated airborne equipment failure.			P.....>	>		M*				
6.4* Landing(s) With visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed.			P.....>	>		M				

NOTE : CAT II/III operations shall be accomplished in accordance with Operational Rules.

Location and date:		Type & number of Licence	
Signature of authorised T.R./T.R.E (as applicable):		Name of T.R./T.R.E in capitals (as applicable):	

END

	ATPL(A)-MPA TYPE RATING-TRAINING-SKILL TEST PROFICIENCY CHECK VERBALE PROVA PRATICA (Application and report form for the ATPL-A & Type rating skill test)		☐ ATPL ☐ Type Rating ☐ Proficiency Check ☐ Training record ☐ Skill test	
	Ref. JAR FCL 1.240 / IEM FCL 1.240(b)(1)			

Cognome <i>Applicant's last name</i>		Nome <i>Name</i>	
Tipo di licenza <i>Type of licence</i>		Numero <i>Number</i>	
Organizzazione di add.to <i>Training Organization</i>		Firma del candidato <i>Signature of applicant</i>	Stato <i>State</i>

Satisfactory completion of type rating-training according to requirements is certified below

1	THEORETICAL TRAINING FOR THE ISSUE OF A TYPE RATING PERFORMED DURING PERIOD				
From		To		At	
Mark obtained		% (Pass mark 75%)		Type and number of licence	
Signature of Instructor				Name in capital letters	

2	SIMULATOR				
Simulator manufacturer				Aircraft type	
Simulator Operator				Level	
Total training time at the controls					
Instrument approaches at aerodromes					
to a DA/H of				T.R.I Name in capital letters	
Location/date/time					
Type and No. of licence				Signature of T.R.I	

3	FLIGHT				
Type of aeroplane		Departure Airport		Time	
Registration		Arrival Airport		Time	
Take-offs		Location and date			
Landings		TRI/TRE Type & No. of Licence			
Go Arouns		TRI/TRE name (capital letters)			
Flight time at the controls		Signature of TRI/TRE			

4	SKILL TEST / PROFICIENCY CHECK/Remark: if the applicant failed, the examiner shall indicate the reasons why. (Mark passed section with a Pass and failed section with Fail)						
Sections	1	2	3	4	5	6	Simulator/aircraft type:
Result on each section							Off block
							On block
Final result	IDONEO>>>>> <i>Passed</i>		NON IDONEO> <i>Failed</i>		RIMANDATO>>>>>>>> <i>Partial Pass</i>		

REMARKS:

Location and date		Type & number of Licence Authorization n.	
Signature of authorised Examiner		Name of Examiner in capitals	

	SKILL TEST/ PROFICIENCY CHECK FOR AEROPLANE TYPE/RATINGS AND ATPL	Appendix 1 to JAR-FCL 1.240 & 1.295
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GENERAL REQUIREMENTS
1. The applicant shall have completed the required instruction in accordance with the syllabus (see Appendix 1 to JAR-FCL 1.261(a) and Appendices 2 & 3 to JAR-FCL 1.240). The administrative arrangements for confirming the applicant's suitability to take the test, including disclosure of the applicant's training record to the examiner, shall be determined by the Authority.
2. Items to be covered in skill test/proficiency checks are given in the applicable Appendix 2 & 3 to JAR-FCL 1.240. With the approval of the Authority, several different skill test/proficiency check scenarios may be developed containing simulated line operations. The examinee will select one of these scenarios: Flight simulators if available and other training devices as approved shall be used.
3 (a) The applicant shall pass all sections of the skill test/proficiency check. Failure of more than five items will require the applicant to take the entire test/check again. Any applicant failing five items or less shall take the failed items again. Failure in any item of the re-test/re-check including those items that have been passed at a previous attempt will require the applicant to take the entire test/check again. (b) In case the applicant fails only or does not take Section 6, the type rating will be issued without Cat II/III privileges. (c) Section 6 is not part of the ATPL skill test.
4. Further training may be required after a failed test/check. Failure to achieve a valid pass in all sections in two attempts shall require further training as determined by the examiner. There is no limit to the number of skill/tests/proficiency checks that may be attempted.

CONDUCT OF THE TEST/CHECK-GENERAL
5. The Authority will provide the examiner with safety criteria to be observed in the conduct of the test/check.
6. Should an applicant choose not to continue with a test/check for reasons considered inadequate by the examiner, the applicant will be regarded as having failed those items attempted. If the test/check is terminated for reasons considered adequate by the examiner, only those items not completed shall be tested in a further test/check.
7. At the discretion of the examiner any manoeuvre or procedure of the test/check may be repeated once by the applicant. The examiner may stop the test/check at any stage if it is considered that the applicant's competency requires a complete re-test/re-check.
8. Checks and procedures shall be carried out/completed in accordance with authorised check list for the aeroplane used in the test/check and, if applicable, with the MCC concept. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aeroplane used. Decision heights/altitudes, minimum descent heights/altitudes and missed approach point shall be determined by the applicant for the ATPL(A) and/or for the type/class rating holder during the proficiency check, as applicable.

SPECIAL REQUIREMENTS FOR THE SKILL TEST/PROFICIENCY CHECK FOR A MULTI-PILOT AEROPLANE AND FOR THE SKILL TEST REQUIRED FOR THE ATPL(A)
9. The test/check for a MPA shall be performed in a multi-crew environment. Another applicant or another pilot, may function as a second pilot. If an aeroplane, rather than a simulator, is used for the test/check, the second pilot shall be an instructor.
10. An applicant for the initial issue of a MPA type rating or ATPL(A) shall be required to operate as 'pilot flying' (PF) during all sections of the test/check. The applicant shall also demonstrate the ability to act as a 'pilot not flying' (PNF). The applicant may choose either the left hand or the right hand seat for the test/check.
11. The following matters shall be specifically checked when testing/checking applicants for the ATPL(A) or type rating for MPA extending to the duties of a pilot in command, irrespective of whether the applicant acts as PF or PNF: (a) management of crew cooperation; (b) maintaining a general survey of the aeroplane operation by appropriate supervision; and (c) setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies.
12. The test/check should be accomplished under IFR and as far as possible in a simulated commercial air transport environment. An essential element is the ability to plan and conduct the flight from routine briefing material.

Nota: il presente Modello, unitamente alla Check List della Prova Pratica dovrà essere consegnato all'Enac presso:

Note: this form, together with Skill Test /Proficiency Check List form must be forwarded to Enac at:

- **Direzione Licenze del Personale - ATPL Skill Test**
Personnel Licensing Division - ATPL Skill Test
- **Direzione Aeroportuale competente - Type Rating Skill Test / Proficiency Check**
Relevant Airport Direction - Type Rating Skill Test / Proficiency Check

Parte riservata all'Enac

Reserved to Enac

OSSERVAZIONI :

DISPOSIZIONI AMMINISTRATIVE :

Spett.le ENAC
Direzione Licenze del Personale
Via di Villa Ricotti , 42
00161 , Roma

Oggetto : Rinnovo abilitazioni personale in CIGS MD11

Come da oggetto , si richiede di poter procedere al rinnovo del TR/IR secondo le modalità previste per il personale in CIGS Alitalia , settore MD11, con abilitazione scaduta da non oltre 30 (trenta) giorni.

Di seguito elencati i dati dei rinnovandi da Voi richiesti, che svolgeranno il check a partire dal 10 settembre c.m. :

	ORE TOT. VOLO	ORE SUL TIPO	ORE Ultimi 12 MESI
Cpt GADDI Andrea	10100,00	458,00	45,00
1Uff BAGLIONI Antonio	8408,29	3701,31	159,30
1Uff GIUSTINIANI Manlio	6520,00	2900,00	95,00
1Uff BRAGALONE Luca	6262,00	305,00	81,00

Data

GADDI Andrea	_____
BAGLIONI Antonio	_____
GIUSTINIANI Manlio	_____
BRAGALONE Luca	_____

Spett.le ENAC
Direzione Licenze del Personale
Via di Villa Ricotti , 42
00161 , Roma

Oggetto : Rinnovo abilitazioni personale in CIGS MD11

Come da oggetto , si richiede di poter procedere al rinnovo del TR/IR secondo le modalità previste per il personale in CIGS Alitalia , settore MD11.

I rinnovandi di seguito elencati , effettueranno il controllo presso la struttura di Zurigo del Lufthansa Training Center , in data 14 e 15 settembre ; i TRE che effettueranno i checks saranno il Cpt. Bocca Vittorino ed il Cpt Iacobelli Giulio.

1Uff. GENOVESI Giovanni

1Uff. BOLLINA Gian Paolo

1Uff. COLOGGI Dimitri

Come da Vostre indicazioni , i rinnovandi provvederanno alla consegna dei verbali dei checks entro 10gg dall'effettuazione degli stessi presso la sede ENAC di Via Villa Ricotti 42.

Data

07 Settembre 2009

Genovesi Giovanni

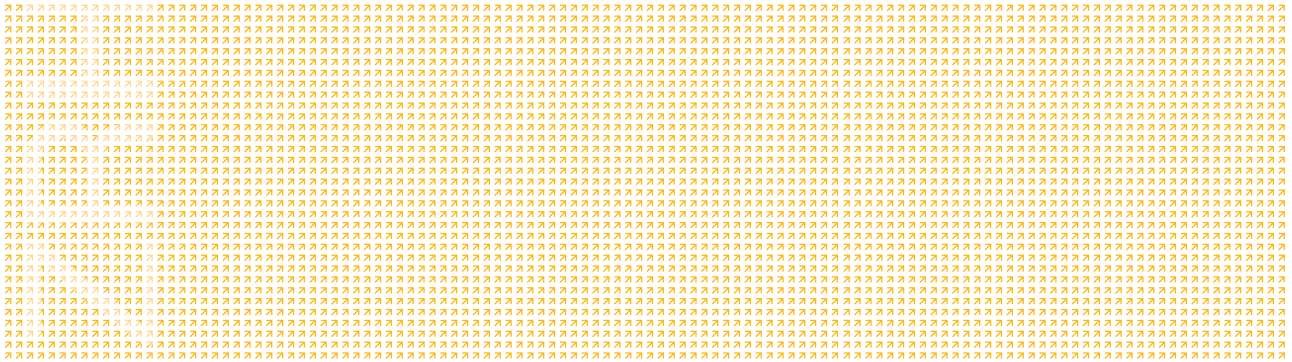
Bollina Gian Paolo

Cologgi Dimitri

Zurich.
Your Simulator Training
Pocket Guide.



follow me



Lufthansa Flight Training
Zurich

Welcome



Getting around the Lufthansa Flight Training Center Zurich.

Welcome to Zurich. The training center has been constructed to help you concentrate on your training. We've created this pocket guide so you can quickly find everything you need for a smooth arrival and departure.

It provides you with helpful information and includes a detailed overview of our training facilities.

We wish you a pleasant stay and a successful time at the Lufthansa Flight Training Center Zurich.

Table of Contents



Map

Directions

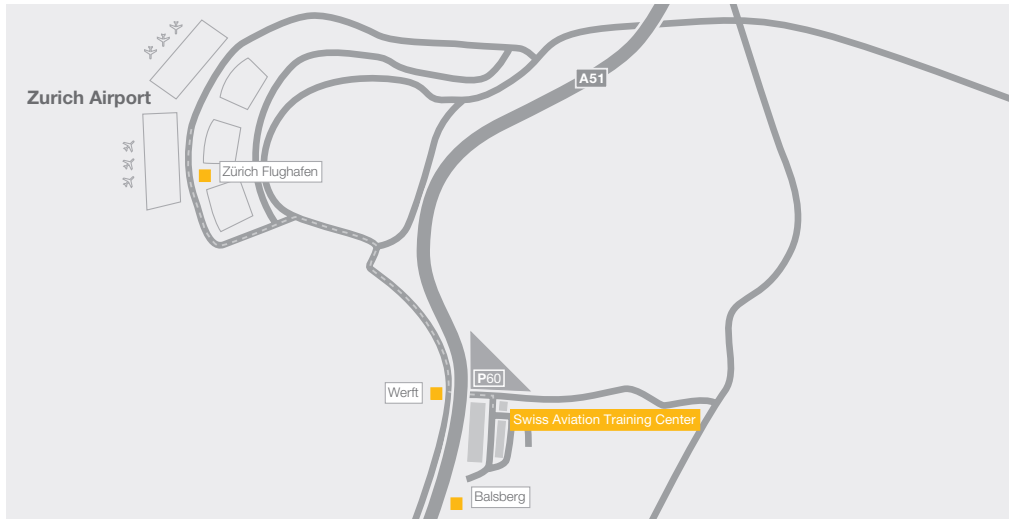
Floor Plans / Buildings A–F / Buildings G–F First Floor / Buildings G–F Third Floor

Service



The Lufthansa Flight Training Center Zurich with the MD-11 Simulator is located in the Swiss Aviation Training Center, the training facility of Swiss Aviation Training Ltd. The training center can easily be reached by public transportation. If you arrive by car, drive past Zurich Airport and exit at “Kloten-Glattbrugg”. Turn right after the exit. After 50 meters turn left at the crossroads and follow the road. The training center is on your left after approximately 150 meters. You can use the car park P60 right beside the Swiss Aviation Training Center.

---- By car



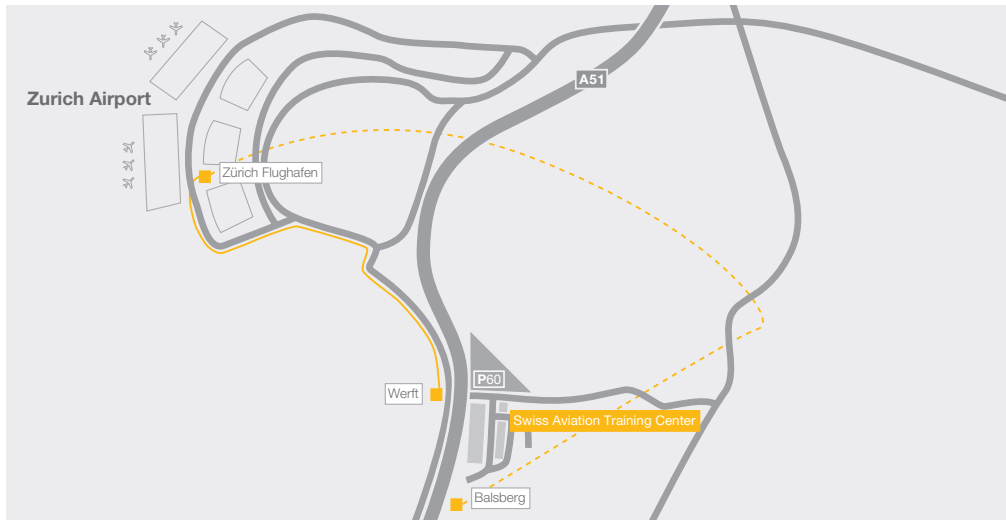


The train line S7 departs every half-hour from the Zurich main railway station and stops at “Balsberg”, which is 3 minutes walk from the Swiss Aviation Training Center. You can reach the training center via the stop “Zürich Flughafen”, as well. The trains run between “Zürich Hauptbahnhof” and “Zürich Flughafen” every 10 minutes.

- By bus
- - - By train

More information

- > Map
- > Bus Schedule



Bus Schedule



The bus lines 768 and 759 leave from the airport for the Swiss Aviation Training Center every 3 minutes. After your arrival at the airport, please proceed to the new airport shopping area and use the escalator to the upper floor. Follow the signs “Regional Bus”. The bus terminal is located behind the airport shopping area. Exit at the first bus stop “Werft”. The buses run between 6:00 am and 11:30 pm.

Bus Line 768 (Direction “Zürich Bahnhof Oerlikon”) / **Bus Line 759** (Direction “Bahnhof Dübendorf”)

Mondays to Sundays

06:00 Zurich Airport —————→ **06:05** Werft
06:00–23:30 every 3 minutes*

More information
> Map

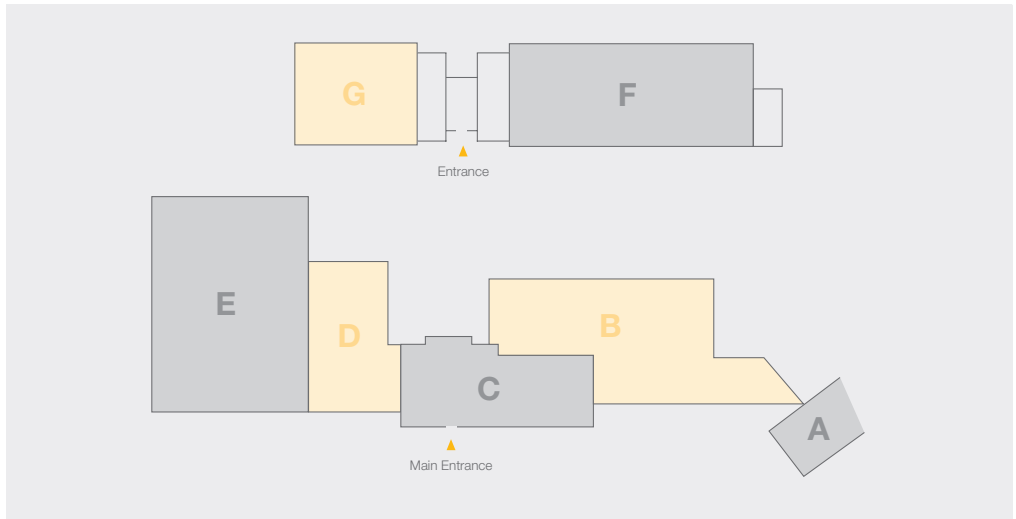
*You'll find the exact times of departure on the current schedules at the bus stop.

Swiss Aviation Training Center Buildings A–G

Floor Plan



To get to your simulator training go straight through Building C and follow the directions to Building F. The service desk at the main entrance will be happy to assist you.



Building G-F / First Floor

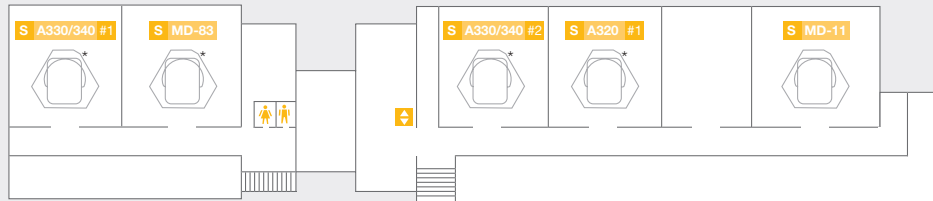
Floor Plan



On the first floor of the two buildings you'll find the full-flight simulators. Another Airbus A320 (#2) simulator is provided on the ground floor of Building E. It's appropriate briefing room is located on the first floor of the same building.

Building G

Building F



Lift



Full-Flight Simulator



Restroom

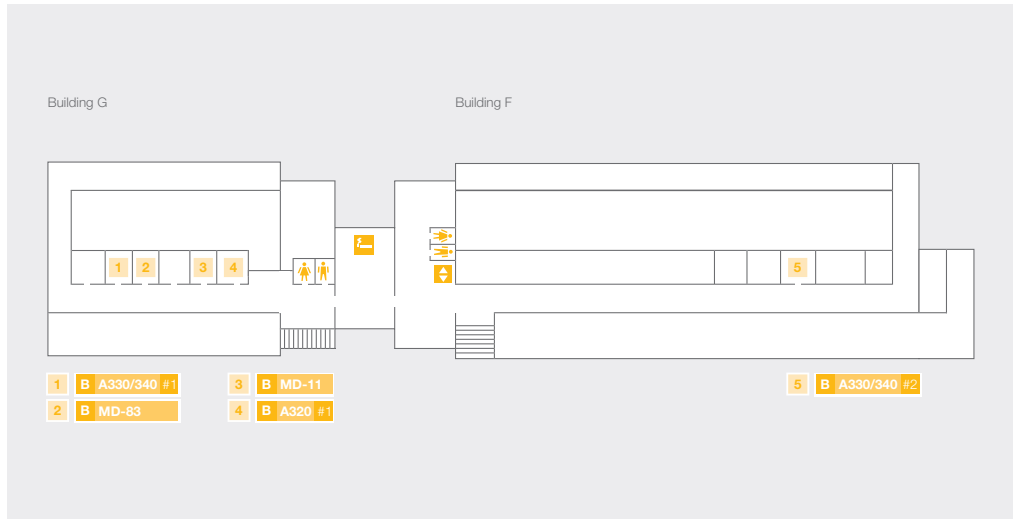
* Owned and operated by Swiss Aviation Training Ltd.

Building G-F / Third Floor

Floor Plan



The briefing rooms for your training are located on the third floor of the Buildings G and F. You'll find a smoker lounge on this floor as well.



Organisation

/ LFT Service Center Frankfurt,
Phone: + 49 (0)69 696-72444, Fax: + 49 (0)69 696-93950,
e-mail: servicecenter@lft.dlh.de

Service Center Zurich

Location: Main Entrance Building C
Hours of operation: Mon–Fri: 08:00 am – 05:00 pm
Phone: +41 (0)44 564 59 00
Fax: +41 (0)44 564 59 10
E-Mail: info@swiss-aviation-training.com

Access to the Training Center

/ To access our training center you need an ID card which is provided by the reception desk. Outside normal opening hours, please contact our maintenance service using the maintenance call button in front of the main entrance of Building C or in front of Building F.

Internet Corner

Locations: Building D, first floor, Building F, second floor

Cafeteria

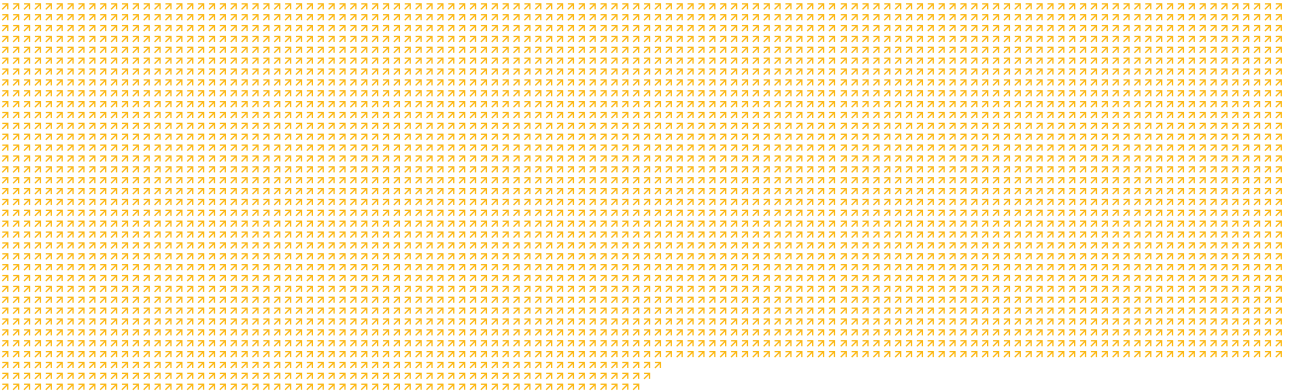
/ The cafeteria serves you hot and cold beverages as well as a selection of snacks during lunchtime.

Location: Building B, first floor
Hours of operation: Mon–Fri: 7:30 am–2:00 pm

Vending machines

/ You may purchase beverages and snacks from vending machines found in several parts of the building
Locations: Building A–B, first floor, Building F–G, third floor

Lufthansa Flight Training, c/o Swiss AviationTraining Ltd.
Balz-Zimmermannstr. 38, CH-8058 Zurich-Airport
Tel. +41 (0)44 564 59 00, Fax +41 (0)44 564 57 00
www.swiss-aviation-training.com, E-Mail: info@swiss-aviation-training.com



Lufthansa Flight Training
Zurich

FRANKFURT

Hotel	Single Room		Double Room		Free Shuttle	Address	
	Including Breakfast	Excluding Breakfast	Including Breakfast	Excluding Breakfast			
Inter-Continental Hotel * * * * *	124.00 €	-	148.00 €	-	no	W. Leuschner Str. 43 60329 Frankfurt/Main	☎ +49 (0)69 2605-0 Res: +49 (0)69 2605 2334 Fax: +49 (0)69 2605-2221 www.frankfurt.intercontinental.com
	154.00 €		178,00 €				
Sheraton Frankfurt Hotel * * * * *	129,00 €	111.00 €	129,00 €	111,00 €	no, but located at the airport	Rhein Main Airport 60549 Frankfurt/Main	☎ +49 (0)69 6977-2402 Fax: +49 (0)69 6977-2209 E-Mail: salesfrankfurt@sheraton.com www.sheraton.com
Steigenberger Airport Hotel * * * * *	119 €	94.00 €	119.00 €	94.00 €	yes order at reception	Unterschweinstiege 16 60549 Frankfurt/Main	☎ +49 (0)69 6975-0 Fax: +49 (0)69 6975-2419 E-Mail: info@airporthotel.steigenberger.de http://www.airporthotel.steigenberger.de
Courtyard by Marriott Messe * * * *	99,00 €	-		-	yes Hotel LFT € 7 return free	Oeserstrasse 180 65933 Frankfurt/Main	☎ +49 (0)69 3905-0 Fax: +49 (0)69 3808-218 www.courtyardfrankfurtmesse.com
Isabella Hotel * * * *	75,50 €	62.00 €	87.50 €	62.00 €	yes	Herzogstrasse 61-63 63263 Neu-Isenburg	☎ +49 (0)6102 3570 Fax: +49 (0)6102 3572-11 E-Mail: reservierung@isabella-neu-isenburg.de http://www.isabella-neu-isenburg.de

Prices are subject to availability and price change. // ¹ No self-payment possible.

BERLIN - CITY

Hotel	Single Room		Double Room		Free Shuttle	Address	
	Including Breakfast	Excluding Breakfast	Including Breakfast	Excluding Breakfast			
The WESTIN Grand Berlin * * * * *	135.00 €	115.00 €	165.00 €	145.00 €	no	Friedrichstraße 158-164 10117 Berlin	☎ +49 (0)30 2027-3420 Fax: +49 (0)30 2027-3419 E-Mail: info@westin-grand.com www.westin.com/berlin
	195,00 € Deluxe	155,00 € Deluxe	225.00 € Deluxe	185,00 € Deluxe			
Gates Hotel * * * *	90.00 €	-	110.00 €	-	no	Knesebeckstraße 8-9 10623 Berlin (Berlin West, Kuhdamm, near ZFB) Internet for free!	☎ +49 (0)30 31106-507 Fax: +49 (0)30 31106-666 Freecall: 0800 311-060 E-Mail: info@hotel-gates.com www.hotel-gates.com
	100,00 € Superior		120,00 € Superior				
Courtyard by Marriott Berlin Mitte * * * *	83,00 €	-		-	no	Axel-Springer-Strasse 55, 10117 Berlin (Berlin Ost, Friedrichstrasse)	☎ +49 (0)30 800-928-6030 Fax: +49 (0)30 800-928-6043 www.marriott.de/hotels/travel/BERMT
Pentahotel Berlin-Köpenick * * * *	70.00 €	65.00 €	70.00 €	65.00 €	no	Grünauer Str.1 12557 Berlin City: ca. 20 km LFT: 15 min, 6-7 km City	☎ +49 (0)30 65479-0 Fax: +49 (0)30 65479-555 www.pentahotels.com

Prices are subject to availability and price change. // ¹ No self-payment possible.

BERLIN - SCHÖNEFELD

Hotel	Single Room		Double Room		Free Shuttle	Address	
	Including Breakfast	Excluding Breakfast	Including Breakfast	Excluding Breakfast			
Leonardo Airport Hotel SXF * * *	62,00 €				yes	Schwalbenweg 18 12526 Berlin Gegenüber LFT	☎ +49 (0)30 666 800 ☎ +49 (0)30 666 80105 Fax: +49 (0)30 666 80801 www.airporthotel-berlin-schoenefeld.de
Leonardo Best Western * * * *	62,00 €				yes	Rudower Str. 80-82 12351 Berlin	☎ +49 (0)30 666 800 ☎ +49 (0)30 666 80105 Fax: +49 (0)30 666 80801 www.airporthotel-berlin-schoenefeld.de
Holiday Inn * * * *	68.50 €	55,75 €	91,25 €	65,75 €	yes	Hans-Grade-Allee 5 12529 Berlin City: 20-30 min, ca. 30 km LFT: 10-15 min, ca. 7 km	☎ +49 (0)30 63401-0 Fax: +49 (0)30 63401-600 www.holidayinn-berlin.de

Prices are subject to availability and price change. // ¹ No self-payment possible.

VIENNA

Hotel	Single Room		Double Room		Free Shuttle	Address	
	Including Breakfast	Excluding Breakfast	Including Breakfast	Excluding Breakfast			
EuroHotel Vienna Airport * * *	72,55€				yes	Marco Polostr. 1 2401 Fischamend/Wien	☎ +43 (0)2232 77701-25 Fax:+43 (0)2232 777-12 www.ahc-hotels.de
NH Airport Hotel * * * *	100.00 €	86.00 €	114.00 €		no	Flughafen Wien AG Postfach 1 1300 Wien	☎ +43 (0)1 701-510 Fax:+43 (0)1 706-2828 E-Mail: nhviennaairport@nh-hotels.com www.nh-hotels.com
Hilton Vienna Danube * * * *	84.00 €		104.00 €			Handelskai 269 1020 Wien	☎ +43 1 72777 0 Fax:+43 1 72777 822 E-Mail: reservation.vienna@hilton.com www.hilton.de/wien

Prices are subject to availability and price change

Partner Hotels of Lufthansa Flight Training

Z ü r i c h

Hotel	Single Room		Double Room		Free Shuttle	Address	
	Including Breakfast	Excluding Breakfast	Including Breakfast	Excluding Breakfast			
FlyAway * * *	140 CHF (90€)	125 CHF (78€)	175 CHF	150 CHF		Marktgasse 19 8302 Kloten	☎ +41 (44) 804 4455 Fax:+41 (44) 804 44 50 www.hotel-flyaway.ch
Welcome Inn * * *	137 CHF (86€)	125 CHF (78€)	-	-		Hamelirainstr.3 8302 Kloten	☎ +41 (44) 804 4455 Fax:+41 (44) 804 44 50 www.hotel-welcomeinn.ch
Allegra * * *	137 CHF (86€)	125 CHF (78€)				Holbergstr.1 8302 Kloten	☎ +41 (44) 804 4455 Fax:+41 (44) 804 44 50 www.hotel-allegra.ch
Hilton* * * * * *	261 CHF (175€)	235 CHF (165€)				Hohenbühlstrasse 10 8152 Zürich Opfikon-Glattbrugg	☎ +41 (44) 828 5050 Fax:+41 (44) 828 5151 www.hilton.de/zuerich
Apart Hotel Hilton* * * *	188 CHF (119€)	170 CHF (107€)				Hohenbühlstrasse 10 8152 Zürich Opfikon-Glattbrugg	☎ +41 (44) 828 5050 Fax:+41 (44) 828 5151 www.hilton.de/zuerich

Prices are subject to availability and price change//*** No Show= 100%; Anreise nach 16:00Uhr nur mit Kreditkarte oder auf LFT Rechnung**

Partner Hotels of Lufthansa Flight Training

M u n i c h

Hotel	Single Room		Double Room		Free Shuttle	Address	
	Including Breakfast	Excluding Breakfast	Including Breakfast	Excluding Breakfast			
NH München Airport	93,00	68,00	113,00		yes	Lohstrasse 21 85445 Schwaig/ Oberding	☎ +49 8122 967 601 FAX: +49 8122 967 100 www.nh-hotels.de
Tulip Inn München Airport	79,50				5,00 € pro Fahrt/ Person	Freisinger Strasse 77 85445 Schwaig	☎ +49 8122 959 110 FAX: +49 8122 959 11 999 E-Mail: info@tulipinnmunichairport.com www.tulipinnmunichairport.com
Holiday Inn Express Munich Airport	63,00				no	Freisinger Strasse 94 85445 Oberding bei München	☎ +49 8122 9588 0 Fax +49 8122 9588 100 www.holidayinn.de
Mövenpick Hotel Airport	121,00 (incl. 10%)				no	Ludwigstraße 43 85399 Hallbergmoos	☎ +49 0811 888 524 Fax +49 811 888 444 Tilde.claus@moevenpick.com



Partner Hotels of Lufthansa Flight Training



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Boeing MD-11/MD-11F

/ Full Flight Simulator



With our full-flight simulators we offer you a flight training that meets the latest technical standard and is tailor-made for the requirements of modern airlines. Naturally we adapt our simulators so that they reflect your fleet's systems environments and cockpit layouts as well as your airline's procedures. This enables you to orient your training to accord with your own line operations.

Location	Lufthansa Flight Training Center, Frankfurt (Simulator-ID: FT37)	
Simulator	> Simulator Manufacturer > In Service Date > Aircraft Model > Registration (Master Aircraft) > Product No. > Simulator Host Computer > Motion System > Control Loading	CAE Electronics Ltd., Montreal, Canada 1990 in Zurich, April 2001 in Frankfurt MD11/ MD-11F D-ALCF Fuselage Number 640 IBM RISC System/6000 model F50 Hydraulic, Synergistic 6 DOF digital, hydraulic
Aircraft Systems	> Engine Version - Primary Fit - Secondary Fit > Auto Flight System - Flight Control Computer - MCDU > Flight Management System - FMC > TCAS II > ACARS > IRU > EGPWS > SFDS	General Electric CF6-80C2 Pratt & Whitney 4460 and 4462 Honeywell, FCCs -908 (Orig. A/C units) Honeywell (Orig. A/C units) Honeywell, Pegasus FMCs - 921 (Orig. A/C units) Allied Signal (Software simulation) Allied Signal (Orig. A/C unit) Honeywell (Software simulation) Allied Signal (Orig. A/C unit) Meggit





Boeing MD-11/MD-11F / Full Flight Simulator

Visual	> Visual System Manufacturer > Type of Image Generator > Type of Display > Illumination Levels > Number of Airport Scenes	Evans & Sutherland EP-1000CT CAE Wide Mirror 180x40 deg FOV Day/Dusk/Night/Dawn about 100
Instructor Station	> Displays > Printer/Plotter > Number of Malfunctions > Automated Training Lessons > Landing Training > Multiple Weather Simulation > Unusual Attitude Recovery Training > Predictive Windshear Scenarios > Non-Predictive Windshear Scenarios > TCAS > ATIS > ACARS Scenarios > FMS Flight Plan Copy / Load > Debrief Station/Video/Recording > Display Options	2x20" LCD touch screens Monochrome Laser Printer more than 350 available on request for Base Check, Conversion, LOFT, Refresher Individual definition of a generic airfield (RWY Characteristics : Length, Width, parallel RWY; RWY Lights: VLA, Appr. Lights) Provides setting of individual weather conditions at different airports either by selection of a predefined weather scenario or by manual presetting not available various windshear profiles available various windshear profiles for T/O and Landing available various scenarios with individual definition of intruder trajectory available available various datalink applications copy of entered flight plans and restore to FMC possible Video available metric and/or imperial
Options		Provision of Customer Options available on request
Qualifications	> German LBA > JAA STD ID Code	JAA Level D, annually, according to JAR-STD 1A Zero Flight Time (Approved for Lufthansa) DE-1A-038

last update: May 09

/ Full Flight Simulator Fleet

At our locations in Frankfurt/Main, Bremen, Berlin, Vienna and Munich 37 full-flight simulators reproducing 23 aircraft types are at your disposal for cockpit crew training.

Airbus A310-300/A300-600(R) (Frankfurt), Airbus A310-300 (Berlin), Airbus A319-100 (Frankfurt), Airbus A320-200 (3 simulators, Frankfurt), Airbus A320-200 (2 simulators, Vienna), Airbus A320-200 (3 simulators, Berlin), Airbus A320 (Munich), Airbus A321-100 (Frankfurt), Airbus A330-300E (Frankfurt), Airbus A330-300/A340-300 (Berlin), Airbus A340-300 (2 simulators, Frankfurt), Airbus A340-600 (Frankfurt), **Airbus A330-300/A340-600 (Munich, October 2009), Airbus A380 (Frankfurt, January 2010)**
 Boeing 737-300 (Frankfurt), Boeing 737-300 (Berlin), Boeing 737-300 (Bremen), Boeing 737-300/400/500 (Frankfurt), Boeing 737-800 (3 simulators, Berlin), Boeing 747-200 (Frankfurt), Boeing 747-400 (3 simulators, Frankfurt), Boeing 757-200/767-300ER (Frankfurt), Boeing 767-300ER (Frankfurt), Boeing MD-11/MD-11F (Frankfurt), Boeing MD-11 (Zurich), Boeing 777-200LR (Berlin), **Boeing 747-8I (Frankfurt, 2011)**
 Dash 8-Q400 (Vienna)

Cockpit Training. Developed from Airline Experience.

Lufthansa Flight Training GmbH
 Airportring, Gate 24, Bldg. 391
 60549 Frankfurt/Main
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 Tel. +49 (0) 69 696 724 44
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Lufthansa Flight Training

Boeing MD-11

/ Full Flight Simulator



With our full-flight simulators we offer you a flight training that meets the latest technical standard and is tailor-made for the requirements of modern airlines. Naturally we adapt our simulators so that they reflect your fleet's systems environments and cockpit layouts as well as your airline's procedures. This enables you to orient your training to accord with your own line operations.

Location	Zurich, Switzerland (Simulator-ID: FT50)	
Simulator	> Simulator Manufacturer > In Service Date > Aircraft Model > Registration (Master Aircraft) > Product No. > Simulator Host Computer > Motion System > Control Loading	- CAE Electronics Ltd., Montreal, Canada 1990 in Zurich - MD11 - n/a - n/a - IBM RISC 6000/390 - Hydraulic, Synergistic 6 DOF - digital, hydraulic
Aircraft Systems	> Engine Version - Primary Fit - Secondary Fit > Auto Flight System - Flight Control Computer - MCDU > Flight Management System - FMC > TCAS II > ACARS > IRU > EGPWS > SFDS	- Pratt & Whitney 4460 - General Electric CF6-80C2 - Honeywell, FCCs -908 (Orig. A/C units) - Honeywell (Orig. A/C units) - Honeywell, FCCs - 912 (Orig. A/C units) - Allied Signal (Software simulation) - Allied Signal (Orig. A/C unit) - Honeywell (Software Simulation) - Allied Signal (Orig. A/C unit) - Meggitt





Boeing MD-11 / Full Flight Simulator

Visual	> Visual System Manufacturer > Type of Image Generator > Type of Display > Illumination Levels > Number of Airport Scenes	CAE Maxvue A+ CAE Wide Mirror 210x40 deg FOV Day/Dusk/Night/Dawn about 40
Instructor Station	> Displays > Printer/Plotter > Number of Malfunctions > Automated Training Lessons > Landing Training > Multiple Weather Simulation > Unusual Attitude Recovery Training > Predictive Windshear Scenarios > Non-Predictive Windshear Scenarios > TCAS > ATIS > ACARS Scenarios > FMS Flight Plan Copy / Load > Debrief Station/Video/Recording > Display Options	2x20" LCD touch screens Monochrome Laser Printer more than 350 available on request for Base Check, Conversion, LOFT, Refresher Individual definition of a generic airfield (RWY Characteristics : Length, Width, parallel RWY; RWY Lights: VLA, Appr. Lights) Provides setting of individual weather conditions at different airports either by selection of a predefined weather scenario or by manual presetting not available various windshear profiles available various windshear profiles for T/O and Landing available various scenarios with individual definition of intruder trajectory available available various datalink applications copy of entered flight plans and restore to FMC possible Video available metric and/or imperial
Options		Provision of Customer Options available on request
Qualifications	> Swiss FOCA > JAA STD ID Code	JAA Level DG, annually, according to JAR-STD 1A FAA Level D CH-104

last update: May 09

/ Full Flight Simulator Fleet

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Airbus A310-300/A300-600(R) (Frankfurt), Airbus A310-300 (Berlin), Airbus A319-100 (Frankfurt), Airbus A320-200 (3 simulators, Frankfurt), Airbus A320-200 (2 simulators, Vienna), Airbus A320-200 (3 simulators, Berlin), Airbus A320 (Munich), Airbus A321-100 (Frankfurt), Airbus A330-300E (Frankfurt), Airbus A330-300/A340-300 (Berlin), Airbus A340-300 (2 simulators, Frankfurt), Airbus A340-600 (Frankfurt),

Airbus A330-300/A340-600 (Munich, October 2009), Airbus A380 (Frankfurt, January 2010)

Boeing 737-300 (Frankfurt), Boeing 737-300 (Berlin), Boeing 737-300 (Bremen), Boeing 737-300/400/500 (Frankfurt), Boeing 737-800 (3 simulators, Berlin), Boeing 747-200 (Frankfurt), Boeing 747-400 (3 simulators, Frankfurt), Boeing 757-200/767-300ER (Frankfurt), Boeing 767-300ER (Frankfurt), Boeing MD-11/MD-11F (Frankfurt), Boeing MD-11 (Zurich), Boeing 777-200LR (Berlin), **Boeing 747-8I (Frankfurt, 2011)**
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Cockpit Training. Developed from Airline Experience.



Lufthansa Flight Training



KUINKA LÖYDÄT
FINNAIRIN KOULUTUSKESKUKSEN

HOW TO FIND
FINNAIR FLIGHT TRAINING CENTER

Pyhtääncorventie 11 - 13
01530 VANTAA

tel. + 358 9 818 4611 and 818 4612

✈ ✈ ✈
HELSINKI-VANTAA AIRPORT



HOTELS AND OTHER SERVICES

As a part of our services at the Finnair Flight Training Center, we can assist you with your hotel reservations during your stay in Finland. Finnair will arrange the favourable rates for you and you pay directly to the hotel. The approximate costs for hotel alternatives and other services are detailed on the following pages.

The sample rates apply strictly only when used in connection with training at Finnair. We obtain the best rates available at all times. Changes are possible and price confirmation is required when the services are booked.

Customers shall pay their hotel room bills in cash (Euros) or with internationally accepted major credit cards directly to the hotel.

We hope you will find suitable accommodation to make your stay in Finland as comfortable and easy as possible. We look forward to seeing you soon!

Best regards

Customer Support Office Crew

CUSTOMER SUPPORT OFFICE

To assure good customer support we have a special Customer Support Office at the Finnair Flight Training Center. Our Sales Coordinators will provide you with all the required information and will take care of the necessary arrangements during your stay at the Finnair Flight Training Center. They can be reached during normal office hours at the following numbers:

Telephones: +358 9 818 4611 or 09-818 4612

Telefax: +358 9 818 4600

You can also reach them by e-mail: flight.training@finnair.com. Visit also our website www.finnairflighttraining.com.

Depending on your preferences you can choose between hotels near the airport and the FINNAIR TRAINING CENTER or a hotel in the center of Helsinki. There is no shuttle bus service between the city hotels and the Finnair Flight Training Center. In Helsinki the taxi service is very good and efficient. Taxis will give receipts and they charge the published fares as seen on the taximeter.

HOTELS IN HELSINKI

Scandic Continental Hotel

This hotel is Helsinki's largest hotel with 553 rooms. The hotel is very popular and well located. They have a nice restaurant, large sauna and swimming pool facilities plus all business services that may be required.

The hotel is in the heart of Helsinki and within walking distance from the shopping area. The airport shuttle bus goes via the hotel to the City Terminal. The best way to travel from this hotel to the Finnair Flight Training Center is a taxi; the journey time is approx. 25 minutes and costs approx. EUR 30.

Single room	EUR 101 per night buffet breakfast included
Double room	+ EUR 20

www.scandic-hotels.com/continentalhelsinki

Hilton Helsinki Strand

The Strand is a high standard hotel and very popular among our customer crews. It is slightly smaller than the Scandic Hotel Continental, but also more modern. This excellent hotel has won several awards for its service. It has two restaurants and good sauna and swimming pool facilities.

The Strand is located in the heart of Helsinki and within walking distance from the shopping area. There is no bus connection from the hotel to the airport. A taxi is the best connection to the Finnair Flight Training Center and the airport. A one way fare is approximately EUR 30.

Single room	EUR 117 per night, buffet breakfast is included.
Double room	EUR 152 per night, buffet breakfast is included.

www.hilton.co.uk/helsinkistrand

HOTELS NEAR THE AIRPORT

The location of these hotels close to the Finnair Flight Training Center can be seen marked on the map on our internet pages www.finnairflighttraining.com select from the menu on the left bar **FLIGHT TRAINING CENTER** and then select **LOCATION**.

Hilton Helsinki Vantaa Airport Hotel

The Hilton Helsinki Vantaa Airport hotel is a modern 5-star hotel which opened its in August 2007. This Airport hotel is the only hotel with direct access to the International Airport Terminal via a 100 metre covered walkway. The hotel is approx. 3 km from the Finnair Flight Training Center.

To get to central Helsinki, you can take the convenient Finnair Airport shuttle bus (EUR 5,20) or a taxi (approx. EUR 30).

Guest Room Single EUR 124 per night, breakfast included
Guest Room Double EUR 159 per night, breakfast included

www.hilton.co.uk/helsinkivantaa

Holiday Inn Helsinki-Vantaa Airport

Holiday Inn will be closed until 01.02.2009

This hotel is located close to the Finnair Flight Training Center (about 1 km) and 2,5 km from the Helsinki International Airport and 17 km from Helsinki downtown.

The hotel offers a shuttle bus service from/to the airport which is available all day. The shuttle bus stops also at the Finnair Flight Training Center. Within walking distance from the hotel there is a major shopping mall, the Jumbo Mall, with several restaurants and a selection of shops. In connection with the Jumbo mall there is also a new Wellness Center, Flamingo, where you can find a lot of different activities from spa to shopping and cinemas.

The hotel has 287 rooms, most of which are singles. The hotel was renovated in Janaury 2009. The hotel has a restaurant, breakfast buffet, sauna and gym facilities plus an Office Center.

Single room EUR 74 per night, buffet breakfast included
Executive room EUR 97 per night

www.restel.fi/holidayinn
www.ichotelsgroup.com/h/d/hi/1/en/hotel/helfi

Hotel Ramada Airport

This hotel is located close to the Finnair Flight Training Center, about 3 km from the Helsinki International Airport and 17 km from Helsinki downtown.

Use of sauna, swimming pool and hotel gym is free of charge. The Ramada and Cumulus are next door to each other.

The hotel offers a shuttle bus service from/to the airport which is available all day. The shuttle bus stops also at the Finnair Flight Training Center. Within walking distance from the hotel there is a major shopping mall, the Jumbo Mall, with several restaurants and a selection of shops. In connection with the Jumbo mall there is also a new Wellness Center, Flamingo, where you can find a lot of different activities from spa to shopping and cinemas.

Standard Single room EUR 78 per night, buffet breakfast included
Business room EUR 104 per night, buffet breakfast included

www.restel.fi/ramada
www.restel.fi/ramada/index.cfm?switch=eng

Hotel Cumulus Airport

This hotel is located close to the Finnair Flight Training Center, about 3 km from the Helsinki International Airport and 17 km from Helsinki downtown.

The rooms and the lobby were renovated in spring 2007. The hotel has 278 rooms, 79 of them are singles. The hotel has a restaurant, sauna and a swimming pool. Free Hotel Highway ADSL connection in all the rooms. The Cumulus and Ramada are next door to each other.

The hotel offers a shuttle bus service from/to the airport which is available all day. The shuttle bus stops also at the Finnair Flight Training Center. Within walking distance from the hotel there is a major shopping mall, the Jumbo Mall, with several restaurants and a selection of shops. In connection with the Jumbo mall there is also a new Wellness Center, Flamingo, where you can find a lot of different activities from spa to shopping and cinemas.

Standard Single room EUR 69 per night, buffet breakfast included
Standard Double room EUR 94 per night, buffet breakfast included
Superior room EUR 94 per night, buffer breakfast included

www.cumulus.fi
www.cumulus.fi/view.cfm?page=hotel.3&switch=eng

Airport Hotel Bonus Inn

Airport Hotel Bonus Inn is an independent 3-star hotel located 5km from the Helsinki International Airport and 5 min car drive from the Finnair Flight Training Center. The drive to Helsinki takes about half an hour. The hotel offers the shuttle service from and to the airport.

Within walking distance from the hotel is a major shopping mall, the Jumbo Mall, and the new wellness center Flamingo with various activities from spa to cinemas .

The hotel offers both standard rooms with a kitchenette and renovated rooms on top floors, restaurant, sauna, gym, airport shuttle and parking. Hotels front office staff is on duty 24h daily.

Standard single room with a kitchenette EUR 60 per night, buffet breakfast + EUR 10

Renovated single room EUR 70 per night, buffet breakfast + EUR 10

www.bonusinn.fi

www.bonusinn.fi/index.php?lang=eng&id=etusivu

CAR RENTAL

The cost of a rental car is EUR 42 per day which includes mileage. Car Insurance is included in the price with a self risk of EUR 400 per damage. You have a choice of standard 4-door cars with manual gearshift. The Customer Support Office can make the necessary reservations at your request.

You can agree that the car is delivered to you at the airport, to the Finnair Training Center or to your hotel.

FSTD QUALIFICATION CERTIFICATE

No FI-005A

On behalf of the Civil Aviation Authority, Finland,
a member of the Joint Aviation Authorities,
it is hereby certified that

MD-11 Full Flight Simulator

located at

Finnair Flight Training Center
Pyhtäänkorventie 11 - 13
01530 Vantaa
Finland

has satisfied the Qualification requirements prescribed in
JAR-STD subject to the conditions of the attached FSTD Specification.

This Certificate is not transferable and unless sooner suspended or revoked, shall continue in effect
until 28 February 2010.

Issued at: Vantaa

Date: 14 February 2008

Signature: 

Name: Timo Erissalo

Title: Inspector, FSTD Coordinator



Fee: 16.000€ (ref. Decree of Ministry of Transport and Communications No 1076/2006)

FSTD QUALIFICATION CERTIFICATE

No FI-005A

FSTD SPECIFICATION

- | | |
|--------------------------------------|--|
| A) Type/Variant of Aircraft | MD-11 |
| B) FSTD Qualification Level | DG |
| C) Visual System | VITAL VII (MDESC), day/dusk/night 4 channel,
Continuous display, FOV 200 deg horiz, 40 deg vert |
| D) Motion System | 6 DoF |
| E) Engine Fit | GE CF6-80C2-DIF (Fadec S/W 8.3F) |
| F) Instrument Fit | EFIS DEU-911, FCC-908, FMC-921 Pegasus, MCDU Load 911
(Honeywell) |
| G) TCAS Fit | Yes, ACAS II |
| H) Windshear | Yes |
| I) Additional Capabilities | WX-radar, EGPWS, GPS |
| J) Restrictions / Limitations | - |

Issued by:

Signature:

Name:

Timo Erissalo

Title:

Inspector, FSTD Coordinator

Date:

14 February 2008



Informativa per piloti ex Gruppo Alitalia

In seguito alle vicende delle aziende del Gruppo Alitalia un cospicuo numero di piloti attualmente privi di impiego ha posto particolare attenzione alle problematiche relative:

- All'inserimento professionale nelle imprese di trasporto aereo nazionali e internazionali
- Al mantenimento in esercizio delle abilitazioni possedute

Tale situazione ha comportato per la Direzione Licenze del Personale un notevole aumento del carico di lavoro a causa delle numerose richieste individuali dei piloti ex Gruppo Alitalia, sia avviati alla cassa integrazione, sia licenziati, sia inseriti nel nuovo organico del nuovo Raggruppamento Alitalia-CAI, al punto di costituire un pesante aggravio di lavoro alle critiche condizioni pre-esistenti.

In particolare vengono avanzati tre tipi di richiesta:

- Informativa sulle modalità di mantenimento delle abilitazioni già possedute
- Informativa sulle modalità di conseguimento di nuove abilitazioni
- Rilascio di dichiarazioni sulla autenticità e sui contenuti delle licenze di pilotaggio possedute per accreditarsi presso le autorità aeronautiche di Paesi Esteri.

Per facilitare lo scambio di informazioni, a fronte della esigenza avvertita anche da parte dei piloti in questione, di procedere in modo organico ed univoco per le esigenze sopra manifestate si sono costituiti gruppi spontanei che, tramite un portavoce, avanzavano proposte di vario genere sempre miranti alla soluzione dei problemi già evidenziati.

Con tali gruppi spontanei e con altre associazioni che ne hanno fatto richiesta, sono state definite delle procedure atte a razionalizzare l'afflusso verso ENAC di utenti omogenei. In particolare, per l'effettuazione dei Proficiency Check di rinnovo delle abilitazioni, tali procedure prevedono che:

- l'attività viene svolta senza finalità di lucro
- i proficiency check per la sola revalidation di abilitazioni viene effettuato da TRE in possesso della relativa autorizzazione in corso di validità, non più impiegato presso l'Operatore/TRTO citato nella stessa,
- i gruppi e le associazioni assumono il ruolo di collettori e facilitatori delle operazioni di rinnovo
- gli stessi forniranno ad ENAC, Direzione Licenze del Personale, l'elenco dei TRE che effettueranno gli addestramenti ed i controlli finalizzati al rinnovo delle abilitazioni di cui sopra,



- deve essere comunicato ad ENAC, con un anticipo di almeno 5 giorni lavorativi, le date di svolgimento dei Type Rating PC
- di ogni Proficiency Check devono essere redatte tre copie di verbale e check list (Mod.102 e Mod. 102V): una da consegnare alla Direzione Licenze del Personale ENAC per l'aggiornamento del data base, una che verrà conservata dal referente del gruppo o dell'associazione per almeno 5 anni, la terza che verrà conservata dal TRE per 5 anni,
- Assieme alla copia del verbale di PC, dovrà essere consegnata ad ENAC Direzione Licenze del Personale, anche una fotocopia della lettera di posizione in CIGS del candidato,
- Il rinnovo avverrà secondo quanto previsto dalla JAR FCL 1.245 e relative Appendici 1 e 2.

La procedura è stata definita tenendo in considerazione che:

- tutto il personale interessato ha svolto copiosa attività di volo negli ultimi 12 mesi
- le abilitazioni sono ancora in corso di validità
- gli Esaminatori (TRE) hanno svolto l'attività minima per il mantenimento delle relative autorizzazioni, tuttora in corso di validità

Quanto sopra riportato non può intendersi applicabile in caso di abilitazioni scadute.

In tal caso, se l'abilitazione non risulta scaduta da oltre 30 giorni, è possibile presentare ad ENAC, Direzione Licenze del Personale, una proposta di procedere al rinnovo con le modalità sopra descritte, che dovrà essere preventivamente autorizzata. Nella richiesta dovrà essere specificato il numero totale delle ore di volo, il numero delle ore di volo sul tipo che si intende rinnovare nonché il numero delle ore di volo negli ultimi 12 mesi.

Se invece l'abilitazione risulta scaduta da oltre 30 giorni, l'interessato dovrà necessariamente rivolgersi ad un TRTO/FTO per lo svolgimento di un programma di renewal, che deve essere preventivamente approvato da una Autorità Aeronautica.

A fronte delle numerose richieste di informazioni, si rende noto, che le procedure già definite e implementate, di carattere esclusivamente tecnico, non prevedono un numero chiuso e limitato di attori.

La Direzione Licenze del Personale si rende disponibile sin da ora per concordare e definire le stesse procedure con quelle associazioni o gruppi omogenei che fossero interessati a farne richiesta, al solo fine di agevolare e facilitare il mantenimento delle abilitazioni del personale temporaneamente non più in servizio.

Dr. Eleonora Italia

Roma, 15 Aprile 2009

Programma rinnovo TR + IR

Riferimenti:

1. Appendix 1 to JAR FCL 1.210;
2. Appendix 2 to JAR FCL 1.240 & 1.295

Obiettivo

RINNOVO TR + IR PER UN EQUIPAGGIO OMOGENEO/NON OMOGENEO IN UNA SESSIONE DI SIMULATORE DI 2 + 2 ORE COME PREVISTO DAI REQUISITI MINIMI DEL RIFERIMENTO 1 E 2

Svolgimento

Nota: I numeri tra parentesi quadre [...] si riferiscono alle voci come riportate nel modulo Mod. 102 ENAC ATPL(A)/TR/CKLIST 1/2007 (che ha sostituito il vecchio ENAC/FCL 210).

1. Pianificazione tratta. Tratta XXX- YYY MTOW
2. Setup come volo in transito, posizione TO point
3. Normal startup e checklist [1.4], before take-off checks [1.6].
4. Take-off clearance, at 90 kias Engine Oil Low Press -> Rejected take-off [2.6].
5. Repositioning al TO point, malfunctions cleared, normal take-off, preselect Windshear.
6. After take-off windshear recovery [3.6.5].
7. During departure ACAS or EICAS event [3.6.9;3.9.1].
8. Engine failure (ENG 1 fail -> CM1 PF; ENG 2 fail -> CM2 PF) [3.4.0;3.4.4;3.4.11] (Rientro su l'aeroporto di partenza.)
9. In lungo finale (almeno prima del OM) Autopilot fail [3.4.8;3.9.1].
10. Avvicinamento manuale con un motore inoperativo [3.9.3.4;3.9.1].
11. Al raggiungimento DH ordine di Go Around (per pista inagibile) -> single engine GA [4.3].
12. Riposizionamento (da console se necessario) in finale con Glide inoperativo, Autopilot operativo.
13. PNF incapacitation [3.6.7]
14. Finale non precision [3.9.4].
15. Atterraggio one engine inoperative [5.5].
16. Riposizionamento Take-off point, malfunctions cleared.
17. Decollo con avaria motore tra V1 e V2 [2.5.2].
18. Alla quota di accelerazione, completato checklist avaria, termine sessione per un CM.
19. Ripetizione step dal 2 al 18 come applicabile per secondo CM.

Procedura Prenotazione Slot Sim ZRH

Riferimento:



Jens Katenkamp

ProFlight GmbH

Phone: +49 (0)421 24133 - 21

Fax: +49 (0)421 24133 - 40

Mobil: +49 163 844 71 81

eMail: jens.katenkamp@proflight.com

Internet: www.proflight.com

Geschäftssitz:

Kleiner Ort 5

D-28357 Bremen

- 1) Assemblare un gruppo formato da 4 piloti.
- 2) Coordinare una possibile data tra i membri del gruppo e il TRE/SFE tenendo in considerazione la scadenza TR più critica.
- 3) Prendere contatto telefonico con Jens Katenkamp per verificare la disponibilità degli slots richiesti.
- 4) Formalizzare la richiesta di prenotazione degli slots tramite Email a Jens (in calce fac-simile di prenotazione).
- 5) Effettuare il pagamento.
- 6) Inviare Email a Jens con allegato la ricevuta di pagamento, copia del passaporto e della licenza di volo, riportando gli estremi per la fatturazione (nominativo e indirizzo).

N.B. gli slots prenotati sono difficilmente annullabili e/o spostabili, per cui si rischia la perdita del 100% di quanto pagato in caso di non utilizzo.

Per qualsiasi necessità di qualsiasi genere (anche quella di spostare uno slot) rivolgersi a Jens.

Fac-simile Email Prenotazione slots

Indirizzo:

jens.katenkamp@proflight.com

Oggetto:

LH MD 11 Sim ZRH booking

Testo:

According to Former Alitalia MD11 Pilots Type Rating revalidation/renewal Program Coordinated by Captain Gaddi and Captain Chiappi we would like to confirm the booking of **slot 2 and slot 3** (10.15-18.10) of the MD11 sim in ZRH, for the (INSERIRE DATA).

this is the crew planning:

(INSERIRE DATA)

slot 2 (from 10.15 - 14.10)

Crew :

TRE/SFE:

slot 3 (from 14.15 - 18.10)

Crew :

TRE/SFE :

With the receipts of payment we'll send to you copy of passport and licences and the full details and address for the invoice.

Tks for Coop

Best Regards

Nome Cognome

Tel

Email