

# FLIGHT TRAINING



## From the classroom to the cockpit

### Flight Crew Training Centre

Paris-Vatry Airport, a Category A facility, offers the prospect of flight training on all types of aircrafts without the hassle of operating restrictions of any kind. Specializing in flight crew training, the airport offers a broad spectrum of performance-based services at competitive rates.

#### 1) Ultramodern infrastructure

- ✈ 3860-metre runway in 10/28 configuration
- ✈ Ultramodern aeronautical infrastructure
- ✈ ILS navigational equipment, categories I and III
- ✈ Uncongested airspace (Zone D classification) enhances efficiency of flight training operations
- ✈ Flight training available 24/7 under optimal safety and security conditions



#### 2) Quality services

- ✈ Flight crews enjoy access to a debriefing and lounge facility equipped with satellite TV, DVD player, Internet and catering capability.
- ✈ The friendly, customer-focused team at Paris-Vatry will be pleased to offer advice and assist in booking hotels, restaurants and vehicle rentals.
- ✈ Visits to local champagne cellars are also organized upon request. Visiting crewmembers always appreciate the opportunity to see how champagne is produced and sample some of the finest vintages.

#### 3) In the heart of Champagne

- ✈ The neighbouring communities of Reims, Epernay, Châlons-en-Champagne and Troyes offer an abundance of leisure options: golf, tennis, factory outlet shopping, cinema, theatre.
- ✈ The Marne region, only an hour and a half from Paris by motorway, boasts a wealth of historical and cultural treasures.
- ✈ The celebrated vineyards of Champagne are located only a few kilometres from the airport complex.

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Interview with

**Jean-Philippe GIRARD**, Airbus A310 captain and instructor with Air France, and  
**Paul WHITEHEAD**, Fokker 100 instructor with KLM Cityhopper

### ▲ Tell us about your jobs as instructors.

**JPG:** We validate several classes of flight crew licences:

- Young pilots joining company ranks and flying medium haul aircraft.
- Co-pilots training to become captains.
- Captains upgrading to long haul aircraft.

**PW:** Each instructor is certified on only one type of aircraft. In my case, I am a Fokker 100 pilot and instructor for KLM Cityhopper.

### ▲ What does a crew flight training session entail?

**PW:** Flight training begins with simulator exercises. Generally speaking, trainees undergo 14 sessions on a simulator prior to real life testing on an airfield. The requirement for junior pilots is a minimum of two flight training periods, each of which entails no less than seven takeoffs and landings. For co-pilots training to become captains, a single session of six takeoffs and landings is required.

**JPG:** Junior pilot training involves a minimum of 24 required movements, while experienced pilots are required to complete 4 movements, including one go-around.

The four primary goals of flight training are as follows:

- 1) Mastery of takeoff procedures (especially on long haul aircraft).
- 2) Piloting of aircraft in flight.
- 3) Mastery of landing procedures: trainees are required to be as precise as possible.
- 4) Ownership of operating conditions: in flight, on the ground and human-related.

### ▲ What is generally required of an airport to ensure optimal flight crew training?

**JPG:** A number of things, but most especially service quality and an environment conducive to our achieving our mission in the best possible conditions. From the safety standpoint, training sessions must be conducted with as few aircraft as possible in the immediate vicinity of the airfield.

**PW:** From the standpoint of infrastructure, we require a runway at least 2400 metres in length, limited traffic so that we are able to manoeuvre without restriction, and favourable weather conditions. As for the services required, we must be able to refuel the aircraft, have the aircraft de-iced if necessary, and enjoy access to airside equipment. In terms of airport personnel, it goes without saying that air traffic control involvement is essential for movements of any kind on the taxiways, parking areas and when in flight in the vicinity of the airfield. We must enjoy direct contact with ground personnel able to answer all manner of questions asked of them – such as questions relating to weather, flight plans (transmitted by the carrier via e-mail or fax to the airport prior to our arrival) – as well as access to quality ground assistance.

### ▲ And all of this is found at Paris-Vatry?

**PW:** Were I asked to describe Paris-Vatry in three words, I would say: **SERENITY**, **ACCESSIBILITY** (geographically and from the standpoint of rates charged) and **COMFORT**. The airfield is ideal for any kind of flight training. The professionalism and welcoming ways of airport staff are hugely appreciated. On any given working day onsite, we need time between training sessions to debrief and release any pent up pressure. Paris-Vatry has one of the most comfortable and best equipped crew lounges around.

**JPG:** Proximity to CDG enables us to set up quickly. In the instance of Boeing 777-300 training, the aircraft used on routes to the Indian Ocean can be operational upon return in the morning and ready to depart for Saint-Denis (La Réunion) in late evening. Paris-Vatry's cost-effectiveness and comfort are added extras which make the facility a training venue of choice.