

Operator Conversion Course (OCC)

GROUND TRAINING & CHECKING (GTC)



**ALJOUAD AL MOTFEQ
& FLEXSIM**

are proud to present
your OCC program



▲ ▲ Our vision of
training and
our educational
approach place at
the heart of our
commitments your
success in training
and flight safety!”

→ Our Mission

Since 2010 our team has been dedicated to provide
worldwide aviation organizations with

Flexibility & Reliability

→ Our profile



compliant with LYCAA and ICAO - EASA audit &
survey standards. Committed to conduct clients'
objectives to success. Reliable at all stages
(economical / production / ethical). Confidentiality
& loyalty towards clients & partners.



→ Welcome



*Damien Dominguez
CEO*

Since its approval by the French CAA-EASA in 2015, in partnership with IXO Aviation, ALJOUAD AL MOTFEQ and FLEXSIM have continued to expand its training offer.

Despite the cyclical and regional crisis the air transport is going through, it remains clear that the needs for flight crew training is constantly growing.

We distinguish two types of training organizations: Initial training organizations for young cadet pilots wishing to follow a CPL IR ME training course and training organizations reserved for professionals wishing to pursue an MCC, a Type Rating CS25, or Renewal / Extension of Type CS25. ALJOUAD AL MOTFEQ and FLEXSIM-ATO are part of this second approach reserved for professionals. Our ATO offers all of its training to individuals, but mainly to airlines wishing to outsource a part of their crew training.

We welcome pilots in three flight simulator training centers. Our simulators are at the cutting edge of technology (FFS – FSTD Level D). We are working in partnership with Air France PARIS - ORY and

Omanair MUSCAT - MCT on B737NG and with Air France PARIS - ORY and ETIHAD AIRWAYS Abu Dhabi - AUH on A320.

Since 2010, our instructors and examiners have been serving our customers 24/7 on the Boeing and Airbus fleet.

Thanks to its joint-venture, ALJOUAD AL MOTFEQ and FLEXSIM plan to expand its MCC training activity, Type CS25 Boeing B737NG, type CS25 Airbus A320 and Renewal / Extension of Type CS25 in Africa. The upcoming opening of an ATO aeronautical training center in the key African country (Libya) will offer a French-style know-how as well as the provision of facilities at the forefront of our industry (FFS FSTD Level D) will meet a demand from this booming continent.

Aeronautical training certainly requires a solid maintenance of aeronautical skills which is the strength of our teaching team, but also an essential human approach which makes it possible to forge a real climate of trust between learner and instructor.

“ Despite the cyclical and regional crisis the air transport is going through, it remains clear that the needs for flight crew training is constantly growing.”



A320





1

Objectives

An OCC training program is issued in accordance with EASA and LYCAA (OPS annex III, ORO.MLR.100 and 101, AMC3 ORO.MLR.100; Annex V to SPA, ORO.FC and to ORO.CC.). It complies with the requirements of EASA basic, Aircrew and Air operations regulation, and complies with all the applicable terms and conditions of the AOC.

Responsibility of the contents of OCC and their proper implementation rests with Head of training who is the nominated person defined by EASA.



OCC is mandatory for every flight deck crew:

- When integrating an operator (Initial OCC)
- And in case of fleet change within the same operator



The operator conversion training should include, in the following order:

1. Ground Training and Checking (GTC);
2. Flight training;
3. Checking (OPC);
4. Line training and checking;
5. Line Check.

The operator conversion course is deemed to have started when the flight training has begun.
The purpose of this document is to describe the GTC phase.



2.

Ground Training & Checking (GTC) Program

Note: Self-study using appropriate electronic learning aids, computer-based training (CBT), etc., may be used with adequate supervision of the standards achieved.



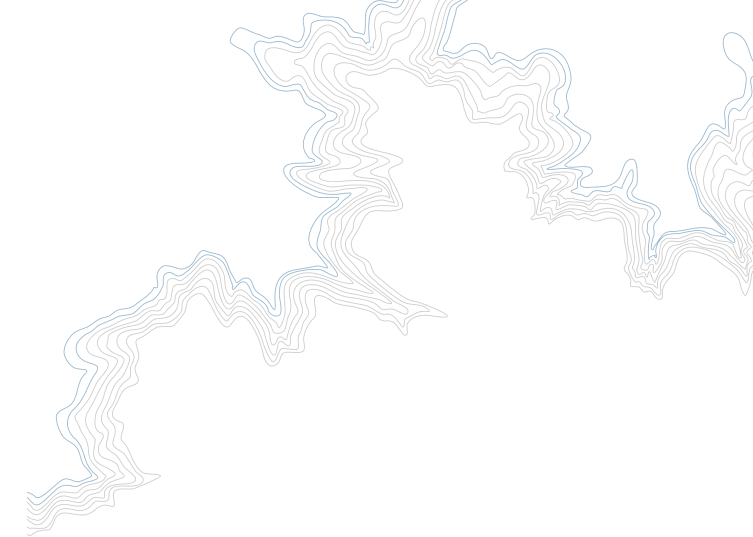
The GTC should include:

1. Aircraft systems , normal, abnormal, and emergency procedures;

Note: In the event of an OCC combined with the Type Rating (TR), the revision of aircraft systems and normal, abnormal, and emergency procedures is covered during the TR.

2. Procedures and Regulations issued form operational approval:

- PBN,
- NAT-HLA, (if applicable)
- RVSM,
- LVO,
- ETOPS, (if applicable)
- Dangerous Goods,
- EFB.



3. Cold weather operations;
4. EGPWS;
5. ACAS;
6. Regulations, State Laws & Procedures;
7. Flight path management (MAN and AUT)
8. UPRT;
9. Aero Medical;
10. CRM;
11. TEM;
12. SMS:

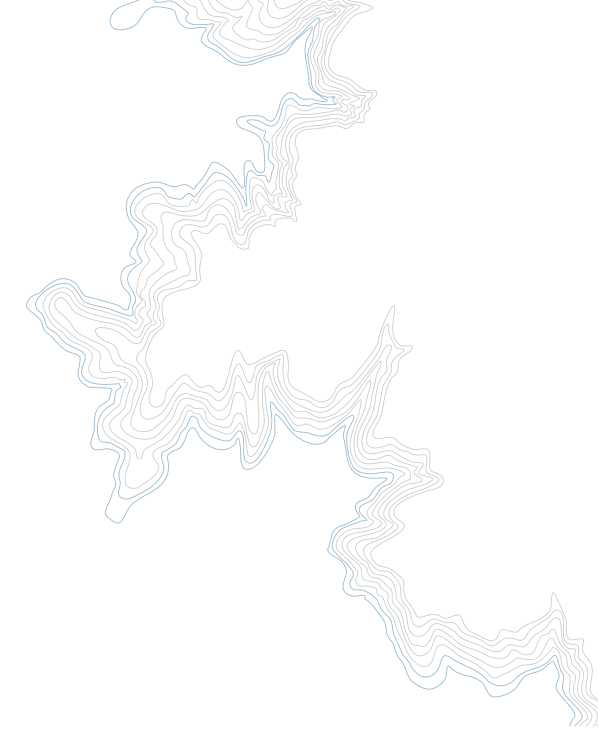
- Training & Communication on Safety
- Compliance Monitoring

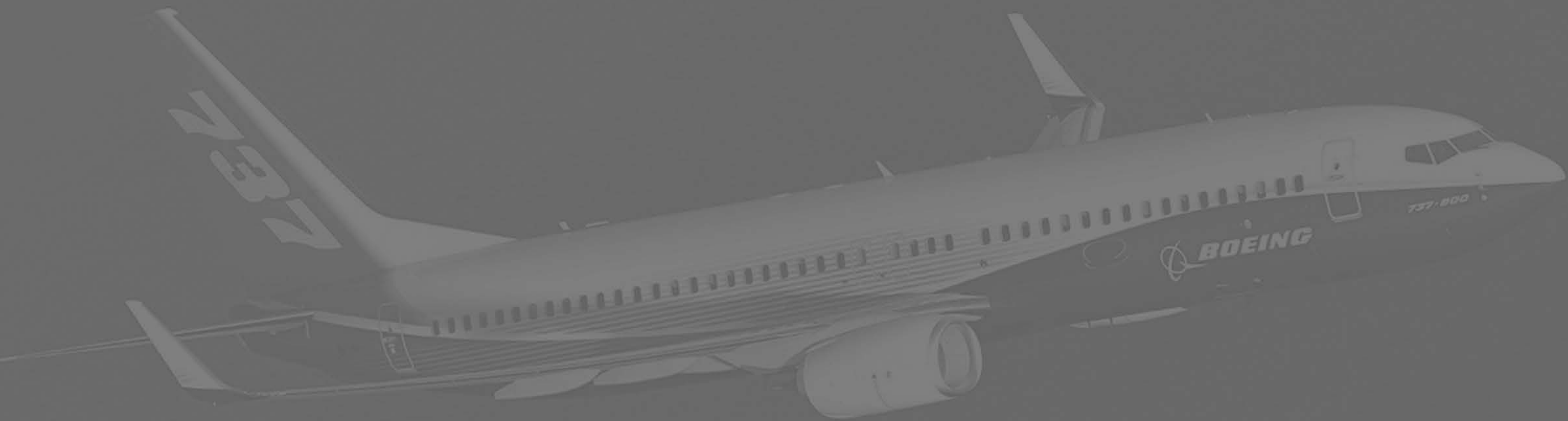
13. Safety procedures.



Appendix: List of A320 ATA

ATA-20	Aircraft General
ATA-21	Air Conditioning, Pressurization & Ventilation
ATA-23	Communications
ATA-24	Electrical System
ATA-26	Fire Protection
ATA-27	Flight Controls
ATA-28	Fuel System
ATA-29	Hydraulics
ATA-30	Ice & Rain Protection
ATA-31	Indicating and Recording
ATA-32	Brakes and Nose Wheel Steering, Landing Gear
ATA-33	Lighting System
ATA-35	Oxygen System
ATA-36	Pneumatics
ATA-49	APU
ATA-52	Doors
ATA-70	Power Plant





B737NG





1

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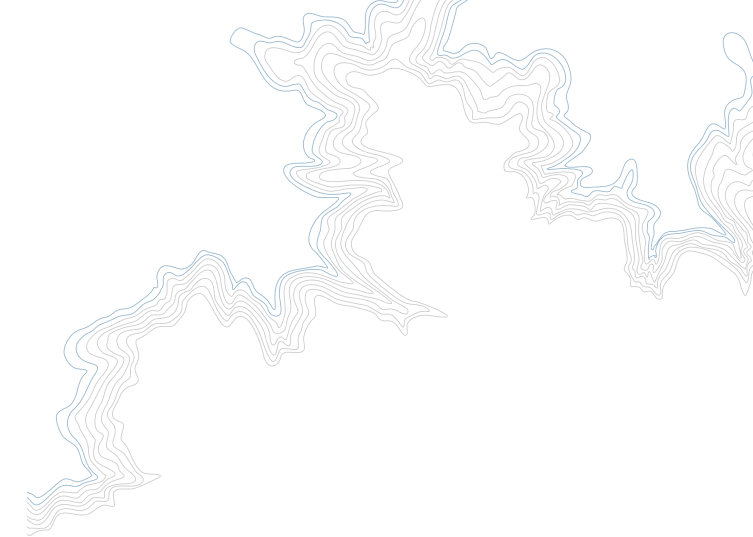
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- Dangerous Goods,
- EFB.



3. Cold weather operations;
4. EGPWS;
5. ACAS;
6. Regulations, State Laws & Procedures;
7. Flight path management (MAN and AUT)
8. UPRT;
9. Aero Medical;
10. CRM;
11. TEM;
12. SMS:

- Training & Communication on Safety
- Compliance Monitoring

13. Safety procedures.



Appendix:

List of B737NG ATA

ATA-20	Aircraft General
ATA-21	Air Conditioning & Pressurization
ATA-22	Automatic Flight
ATA-23	Communications
ATA-24	Electrical Power
ATA-26	Fire Protection
ATA-27	Flight Control
ATA-28	Fuel System
ATA-29	Hydraulic Power
ATA-30	Ice & Rain Protection
ATA-31	Instruments & Displays
ATA-32	Landing Gear
ATA-33	Lighting
ATA-34	Navigation
ATA-35	Oxygen
ATA-36	Pneumatics
ATA-49	APU
ATA-52	Doors
ATA-70	Engines



→ Modules overview

FATIGUE MANAGEMENT

ESET Part I & II

PILOT INCAPACITATION

A320 TR- INITIAL

FANS

RVSM (INTERNATIONAL)

AVIATION SECURITY

FIRST AID MEDICAL

ACAS/TCAS

B737NG TR- INITIAL

HOT WEATHER

UPRT

B737NG - RECURRENT

LOW VISIBILITY OPERATIONS
+LVTO

VOLCANIC ASH ENCOUNTER

CFIT

NAT HLA (MNPS)

WEATHER RADAR

COLD WEATHER

PBN

DANGEROUS GOODS

PBN (RNAV - RNP)



Specific training
available upon request

FOR MORE INFO VISIT

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