

# Pilot Training Program

FULL PACKAGED

**FLEXSIM**  
FR.ATO.0240



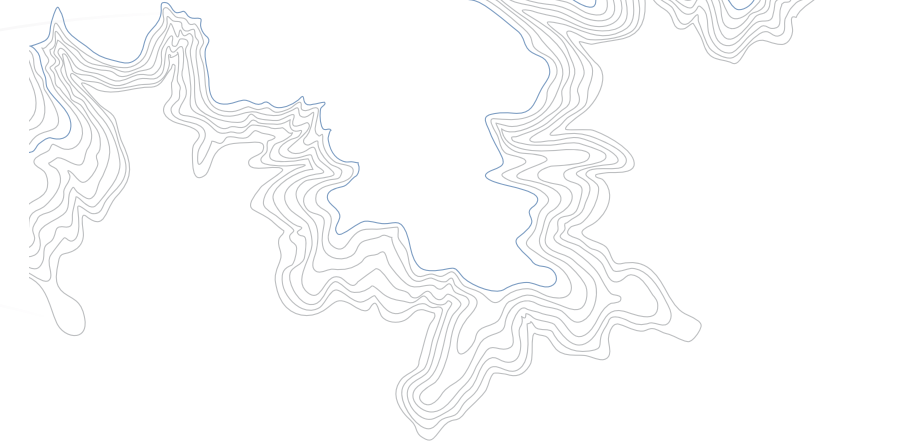
## **ALJOUAD AL MOTFEQ & FLEXSIM**

are proud to present you its new  
comprehensive onestop shop  
training services





→ The training is composed of 4 main phases:

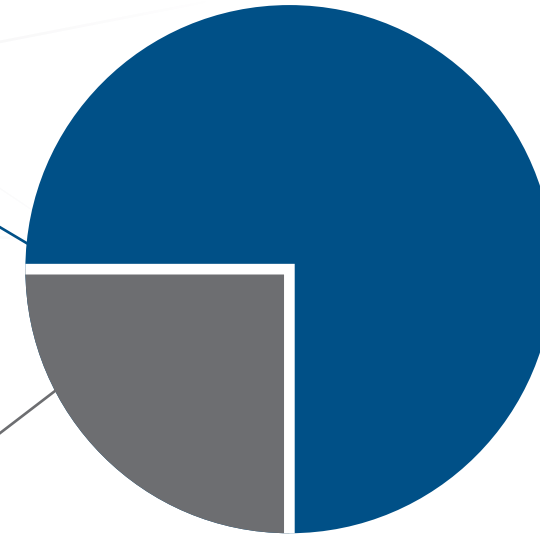


# A Full Packaged Pilot Training Program.

This Premium Service includes a full Airbus A320 & B737NG aircraft training with **Hotel, Accommodation, Transport and electronic VISA**. This is an exclusive ALJOUAD AL MOTFEQ and FLEXSIM product in Libya. Program is fully compliant with LYCAA, EASA and ICAO standards.

First 3 steps take place in **Libya - Benghazi** and constitute 75% of the training.

**Abu Dhabi, Muscat or Paris**



1. Computer Based Training
2. Theoretical Training
3. Cockpit Procedure Training
4. Full flight simulator Training

ALJOUAD AL MOTFEQ & FLEXSIM are looking forward to onboarding you!



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

## → Our Mission

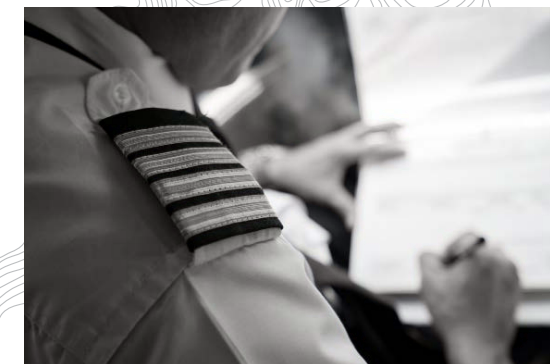
Since 2010 our team has been dedicated to provide  
worldwide aviation organizations with

**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.”



# SIMULATOR TRAINING A320

AIRFRANCE

الإتجاه  
ETIHAD  
AIRWAYS

## Airbus A320-200

### A3X0FTD1

|               |            |            |          |
|---------------|------------|------------|----------|
| Aircraft Type | A320-200   | A330-200   | A340-600 |
| Airbus STD    | 1.8        | 2.4        | 2.4      |
| EASA Code     | EU-EY919A  | EU-EY919B  |          |
| GCAA Code     | AE-EY-919A | AE-EY-919B |          |

#### ► Qualification Level

Level 1 — EASA CS-FSTD(A) Initial issue (A320 & A330 only)  
Requalified annually by EASA and GCAA  
Certificates available upon request

|              |                     |                     |                      |
|--------------|---------------------|---------------------|----------------------|
| Engine Model | IAE/CFM<br>V2527-A5 | RR<br>Trent 772B-60 | RR<br>Trent 556A2-61 |
| FMGC         | Honeywell<br>REL 1A | Honeywell<br>FM2    | Honeywell<br>FM2     |

#### ► Additional Features

EGPWSim—Honeywell Mk V  
TCAS 7.1

#### ► Panels & Hardware

Touchscreens utilised for PFD, ND center console and overhead panel. FCU and Sidesticks are tactile units  
Adjustable rail seating with armrest

#### ► IOS & Features

Single touchscreen, mounted to adjustable console100+  
Malfunctions—full list available on request

|                      |                    |
|----------------------|--------------------|
| Manufacturer         | CAE Inc, Montreal. |
| Device Serial Number | 2TW7-1056          |
| Service Entry        | May 2014           |

|               |   |
|---------------|---|
| Host Computer | Intel PC based Dell T5500<br>Host + 2 Nodes |
|---------------|---|

#### ► Options

Several customisable options are available to tailor the FSTD to  
your requirements





# Airbus

## A320-200

### A320SIM1

|               |             |
|---------------|-------------|
| Aircraft Type | A320-200    |
| Airbus STD    | 1.8         |
| EASA Code     | EU-A0072    |
| GCAA Code     | AE-EY-A0072 |

- **Qualification Level**  
Level D — EASA CS-FSTD(A) Initial issue  
Requalified annually by EASA and GCAA  
Certificates available upon request

|              |                          |
|--------------|--------------------------|
| Engine Model | IAE V2527-A5 / CFM56-5B4 |
|--------------|--------------------------|

|      |                 |
|------|-----------------|
| FMGC | Honeywell REL1A |
|------|-----------------|

- **IOS & Features**  
Dual Touch Screens, mounted to adjustable table and chair  
100+ Malfunctions—full list available on request  
'Flightscape' Debriefing System with video recording  
20+ dedicated visual scenes  
Smoke System & Pressurised Breathing Air

- **Options**  
Several customisable options are available to tailor the FSTD to your requirements

|                      |                    |
|----------------------|--------------------|
| Manufacturer         | CAE Inc, Montreal. |
| Device Serial Number | 2T06-703           |
| Service Entry        | March 2008         |

|               |  |
|---------------|--|
| Host Computer | Intel PC based server<br>2.4 GHz Intel XEON  |
| Visual System | CAE Inc. Tropos 6220XR,<br>Sony LCoS GH10 Proj.<br>FOV 200 x 40 – 3 Channels<br>Dawn, Day, Dusk, Night |

|                                   |                                       |
|-----------------------------------|---------------------------------------|
| ► <b>Motion System (Electric)</b> | MOOG Inc. 2500E 6DOF<br>CAE 60" (EMM) |
|-----------------------------------|---------------------------------------|





SIMULATOR TRAINING **B737NG**

AIRFRANCE

  
الطيران العماني  
OMAN AIR



### B737-800W FTD

- Type or variant of aircraft:  
Boeing 737-800W
- FSTD qualification level:  
AEROPLANE FTD LEVEL 2
- Primary reference document:  
CS-FSTD(A) initial issue
- Visual system:  
aXion Systems, aXion, LCD projectors,  
FOV 180degx35deg, non-collimated
- Engine fit:  
CFM56-7B26
- Instrument fit:  
According to aircraft type Boeing block point 3.0
- ACAS fit:  
TCAS II (ver. 7.1)
- Windshear:  
Profiles available
- Restrictions or limitations:  
The visual system shall not be used for the training of  
manoeuvring by visual reference (such as route and  
airfield competence) – Appendix 1 to CS-FSTD(A).300-  
3.a.1 and AMC1 FSTD(A).300 section 4.b.(b)



### B737-800W FFS

- Type or variant of aircraft:  
Boeing 737-800W
- FSTD qualification level:  
AEROPLANE FFS LEVEL D
- Primary reference document:  
CS-FSTD(A) initial issue
- Visual system:  
aXion Systems, aXion, LCoS projectors,  
FOV 200degx40deg
- Motion system:  
Moog FCS, 660-8000, 60 inch, electric-pneumatic,  
6 DOF
- Engine fit:  
CFM56-7B26
- Instrument fit:  
According to aircraft type Boeing block point 3.0
- ACAS fit:  
TCAS II (ver. 7.1)
- Windshear:  
Profiles available





→ Overview

# E-Learning programs for flight crews

As per your company requirements,  
we offer the possibility to set up fully  
customized courses packages.



## Aviation Security – AVSEC

This course focuses on security in aviation including airports, passengers, and cargo as well as in-flight security. It is based on ICAO and European standards and regulations and provides understanding of common rules to protect civil aviation against acts of unlawful interference.



## CFIT

The Controlled Flight into Terrain (CFIT) occurs when an aircraft is flown unintentionally and without prior awareness into terrain, water, or an obstacle. This course familiarizes pilots with the key factors in the successful avoidance of CFIT accident prevention strategies.



## Cold Weather

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This course covers aircraft inspection, approved methods of de-icing/anti-icing, holdover time comprehension, towing, engine start, taxi check, ground operations, take-off techniques, climb and cruise, landing and parking techniques under icing conditions.



## Dangerous Goods

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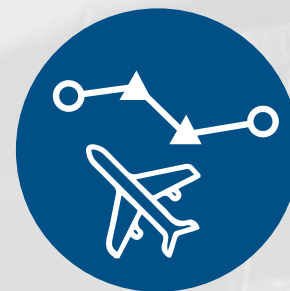
This course is based on IATA Dangerous Goods Regulations (DGR) and ICAO Technical Instructions for the Transportation of Dangerous Goods by Air for “No carry” Operators. This module helps to recognize dangerous goods and what exceptions are allowed on board.



## ESET Part 1 & 2

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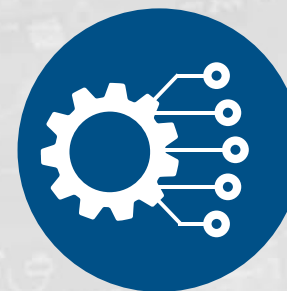
The Emergency and Safety Equipment Training (ESET) is designed to provide regulation knowledge and description about emergency and safety equipment carried on board. A second Part is dedicated to Fire Fighting. This course should be followed with practical training in specific facilities (according to each type of aircraft).



## ETOPS

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This course aims to familiarize pilots with the regulations, procedures and safety considerations when performing ETOPS.



## FANS – ADS & CPDLC

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Future Air Navigation System (FANS) in addition to Controller Pilot Data Link Communications (CPDLC) training course is designed for pilots flying in aircraft with FANS avionics capability. This course includes also human factors associated with data link communications errors.



## Fatigue Management

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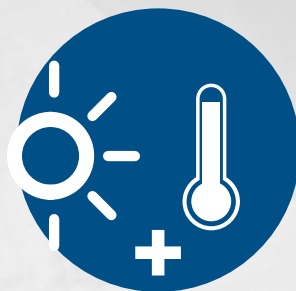
This course is designed to raise awareness on the causes of fatigue and countermeasures to reduce or mitigate the effects of fatigue in aviation.



### First Aid Medical

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This course is designed to raise awareness on the causes of fatigue and countermeasures to reduce or mitigate the effects of fatigue in aviation.



### Hot Weather

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The course is designed to provide Crew Members travel health or hygiene, and the necessary aeromedical knowledge and skills to manage onboard medical emergencies.



### Human Factor & Flight Crew Ressource Management – Year 1

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CRM is the effective management of available resources to mitigate a situation while minimizing errors and improving air safety. To fulfil CRM recurrent training requirements, the course topics are divided into 3 modules to guarantee that the training content is repeated within a 3 years period.



### Low Visibility Operation

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The aim of the course is to provide flight crews with the required theoretical knowledge of low visibility operations (including LVTO) in order to receive further approval to conduct low visibility operations.



### NAT HLA

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MNPS airspace between Europe and North America (renamed NAT HLA) is the busiest oceanic airspace in the world, demanding high standard navigation performances and pilot proficiency. This course proposes information and updated procedures for flight crews and Dispatchers.



### PBN

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The aim of the course is to provide the flight crews with the required theoretical knowledge of performance-based navigation systems in order to receive further approval to conduct PBN operations. This course sets out good practices for planning and carrying out RNAV (GNSS) approaches.





## Pilot incapacitation

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Given certain conditions, anyone can become incapacitated. It is essential that pilots know what incapacitation is, how best to avoid it, and how to deal with it. The Pilot Incapacitation course familiarizes Flight and Cabin crew members with the special requirements and causes when a pilot becomes incapacitated.



## RVSM International

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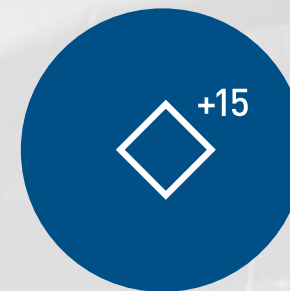
This course shows the operating practices, procedures and training items related to RVSM operations in airspace that requires State operational approval.



## Safety Management System – SMS

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This course focuses on Safety Management Systems in aviation. SMS is a set of policies and procedures to assure the safe operation of aircraft. It is designed to improve safety by identifying hazards, collecting and analyzing data, continuously assessing safety risks and seeks to proactively contain or mitigate risks.



## TCAS

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This training courseware was developed to give flight crews an understanding of the Airborne Collision Avoidance Systems and the different ways to alert pilots about potential conflict with any other traffic.



## Upset Prevention Recovery Training

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The aim of the UPRT Training is to identify the threats for potential undesired aircraft states, define the different states of undesired aircraft state, and learn mitigation strategies and recovery techniques. An additional flight simulator training is mandatory.



## Volcanic Ash

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There are numerous reasons why flying through volcanic ash cloud can be highly dangerous to aircraft operations. This module provides information to flight crews about characteristics of volcanic ash, associated hazards, how to avoid volcanic ash and the procedures to be followed if ash is encountered.



ACCOMODATION







## **Discover 5-star luxuries at Marriott Hotel Al Forsan**

Experience 5-star amenities and service at Marriott Hotel Al Forsan, Abu Dhabi.

Perfectly situated in the vibrant Khalifa City, at the exciting Al Forsan International Sports Resort, our hotel places you close to everything the capital city offers.



## ROOMS



## Let Your Mind Travel

Marriott Hotels celebrates curiosity, creativity and new perspectives. We know that when your mind can travel, inspiration follows. That's why we create spaces that allow you to see the world differently with room to think bigger.

## Dining at Al Forsan

Marriott Hotel Al Forsan, Abu Dhabi provides sophisticated spaces with inspirational and tailored dining experiences that will exhilarate and delight.

## FACILITIES



Full service spa



Fitness center



Pool



Free high-speed internet

## Al Forsan International

Sports Resort Khalifa City A  
12th St - Abu Dhabi  
United Arab Emirates

Phone: +971 2 201 4000

# Airline pilot training school

APA Training is a private airline pilot training school. Founded in 2018, the school offers rich and innovative aeronautical courses. From PPL to MCC.

Our school, APA Training, is located on the site of Tours international airport. This location, a real airport environment, allows our pilots students to learn directly at the heart of their future profession.

The booming city of Tours is a strategic place that allows us to benefit weather conditions favorable for flying. Our experienced instructors are pleased to transmit their knowledge with all the thoroughness and the necessary expertise. The Mermoz Institute, a school with 60 years of experience in theoretical instruction, joined the APA group in 2019. This collaboration brings our students a level of excellence recognized in the air community.

We are proud to support our students in all phases of their training. Regular checks are organized with our teaching team to guide them and help our students to achieve their best.

At APA Training, our ambition is to participate in the future of aviation through training of future generations of airline pilots.

## → Integrated ATP training

The Integrated ATP training (Airline Transport Pilot) allows any student to become an airline pilot on any type of commercial aircraft.

This training is accessible post-high school and without any aeronautical experience. Students will first obtain the theoretical licence then will apply their new knowledge into practical training on board of our own aircraft.

### OBJECTIVES

At the end of this training, the qualification offers multiple jobs opening, students will have the possibility to join an airline, a business aviation airline, or to perform air work.

### TRAINING CONTENT

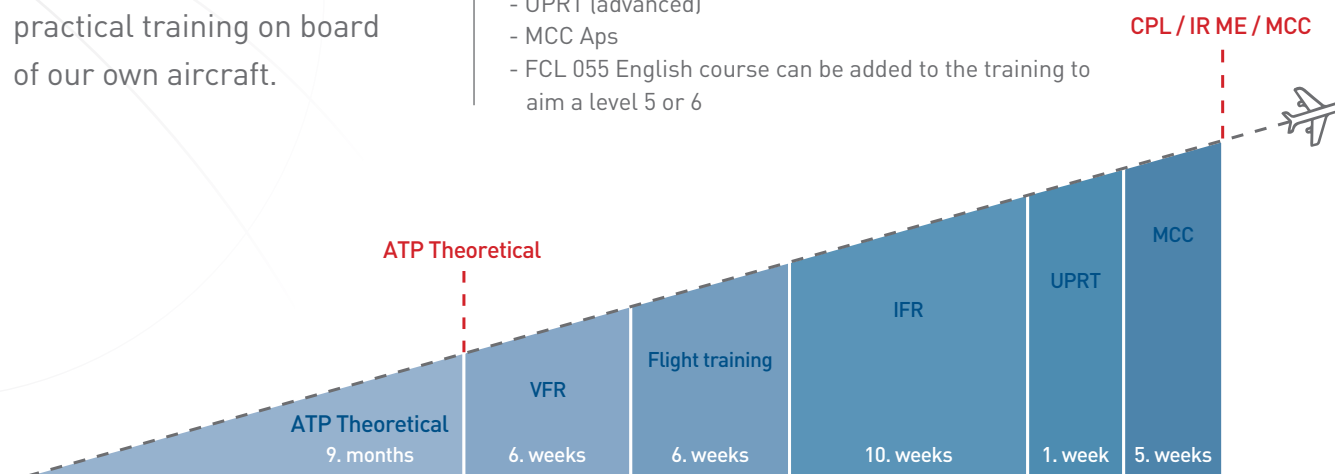
The 22-months training program is provided entirely in English (guaranteeing a level 4 to FCL 055 certification at the end training, minimum level required by airlines).

Theoretical ATP: preparation for the required 14 certificates to obtain the Licence. The training is provided by the Jean Mermoz Institute.

### FLIGHT TRAINING:

250 flight hours on single-engine, twin-engine aircraft, and flight simulators.

- 40-hours gaining experience
- Night flight qualification
- CPL IR / ME
- UPRT (advanced)
- MCC Aps
- FCL 055 English course can be added to the training to aim a level 5 or 6



ATPL is completely validated after 1.500 flight hours



# → 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

[www.aljouad.flexsim-ato.com](http://www.aljouad.flexsim-ato.com)







**GET IN TOUCH**

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20.2619° E

