


How to become a first officer pilot uk

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How long to become first officer pilot. What makes a good first officer pilot. How to become a first officer pilot.

The first officer, also known as a co-pilot, works on a variety of aircraft, including commercial, military, passenger or freight aircraft. The role of the first officer is to support the Air Force Commander and assist him/her in the safe and efficient conduct of the flight. In the event of incapacity of the Commander, the First Officer shall assume authority and responsibility for the aircraft and its crew, passengers and cargo. During normal operations, the Commander and the First Officer will alternate in the performance of the functions of "pilot handling" and "pilot control." In these situations, the "pilot control" will conduct radio communications and supervise the duties of the "pilot handling." At all times they must ensure the safety of passengers and crew. Apprentices will have to obtain a frozen air transport pilot licence (Aeroplane) or a multicoloured pilot licence followed by aircraft type conversion training and supervised line training before performing a final assessment. First officers are responsible to their employers for ensuring that the aircraft is properly controlled, safety and efficiency of each flight of First Pilot Pilot First Officers Pilot Employers will set their own entry requirements, including the requirement for security clearance. A Class 1 medical certificate will be required under the EASA/CAA standards. Apprentices must be at least 18 years old to apply for a multi-crew pilot licence and at least 21 years old to apply for an air transport pilot licence K1: The European Aviation Safety Agency (EASA) and instrument qualification requirements for aircraft and paper Back to Duty K2: The standards required for the personal presentation and aptitude for duty within your organization (including uniform standard) Back to Duty K3: How to implement pre-flight planning and respond to Return to Duty K4: How to prepare a new flight plan or recover an existing flight plan Back to Duty K5: Knowing and understandingPre-aircraft agility and air preparation must be established. Back to Duty K6: how to effectively locate with air traffic control (ATC) and airport field personnel back to Duty K7: the procedure for verifying flight instruments and operating automatic flight control systems to Duty K8: The procedure for verifying and operating aircraft propulsion units, systems and checks back to Duty K9: radio the procedure for verifying and operating on-site equipment Flight Tests Back to Duty K13: Automated systems that affect flight control and navigation Back to duty K14: How weather conditions and their effect, IM Compact on the implementation of the flight plan, including wind, clouds, precipitation, visibility, ice buildup, air masses and fronts back to Duty K15: how to evaluate, respond and manage abnormal situations to Duty K16 and security documentation Back to duty K20: Fuel refueling procedures for aircraft type Back to right K21: know the limitations and performance of the aircraft as set out in the flight manual and/or the K22 duty-relevant operations manual: the importance of legislation, procedures and related to an aviation environment to implement and deliver organisational compliance requirements within the Back to duty K23: the UK ANO (Aerial Navigation Order) and the UK AIP (Aeronautical Information Publishing) Back to duty K24: The EASA (European Aviation Safety Agency) PAHO Regulation Back to duty K25: to know and understand the ICAO (International Aviation Organization) Standards and Best Practices Back to K26 Law: Know and Understand the Importance of Regulatory Line Verifications and License Competent Controls Back to Law K27: How to Keep Aircraft Safety, Crew and Useful Load Back to Duty K28: Requirements to Keep Aviation Safety Back to the Area of Authority and Action to Take In Case of Non-Compliance of Aircraft Safety Back to Duty K29: Health Legislation and Safety K30: The requirements and the importance of physical fitness and personal actions to be taken if they are not suitable for the service of return to Duty K31: the security management systems and the safety culture of the organization Back to duty K32: The purpose of the organization, including its vision, objectives and standards of brand/organization, how they compare with its competitors and how the aircraft itself maintains validationS5: Check and operate the radar and radio aids Back to duty S6: Check and operate aircraft propulsion systems Back to Duty S7: Check and operate Navigation and Communication Equipment Back to Duty S8: Report with Defective Equipment Back To duty S9: Collect Information to help decision making decisions Duty S10: Communicate with clarity and professionalism with ATC and airport land personnel Back to Duty S11: Manage airplane airplane according to the relevant SOPs Back to Duty S12: Ensure and seal the plane according to regulations and procedures of the company Back to Duty S13: Closing the engines, systems and equipment of aircraft according to the regulations and procedures Back to function S14: Communicate effectively with colleagues, cabin equipment, Equipment of terrestrial operations and customers at the appropriate moments for Ensure service efficiency, security and security Return to function S15: Implement the agreed flight plan, making appropriate judgments to respond to RQUE and terminal conditions Return to Duty S16: Maintain control, stability and security During all stages of the flight, after the SOPS airline return to duty S17: manage and supervise automated systems Back to DUT and S18: Supervise meteorological conditions during the flight and control the airplane in response Return to Duty S19: Responding properly to all abnormal situations, for example, motor failure, disruptive passenger, forced landing, fire, decompression at altitude Back to duty S20 (Complete documentation Before and after the flight Back to Duty S24: Supervise the refuge of the aircraft Back to Duty S25: Check with the commander and inform the crew members clearly what measures are required in response to emergency situations Back To duty S26: Ensure monitoring your account and its application, legislation, procedures and regulations according to your role Return to Duty S27: I Identify those and non-compliance, guaranteeing corrective actions or situations are intensified according to the organization's procedures Back to duty S28: Supervising aviation safety in your own areaResponsibility Return to duty S29: Identify and address/address/report actual or potential hazards Pre-flight, in-flight or subsequent flight as required by S30: Recording and reporting of safety and security incidents, including automatic reporting when required to duty. S31: Drive the team to maintain brand/organizational standards at all times, and identify and address any potential risks according to organizational procedures back to rights behaviors B1: Be vigilant, alert and proactive in promoting a safe, reliable, safe and compatible work culture Within the first role of Return to Duty Officer B2: Promote a culture focused on the client inside the aircraft and when representing the aircraft operator at Duty B3: Lead by example and commando the operation of the aircraft and equipment communicating calmly and decisively Return to duty B4: be visible and accessible, treating customers, colleagues and other stakeholders with courtesy and respect at all times back to duty B5: Confident work and Using initiative and resilience to resolve and scale when needed according to the procedures of your aircraft operator Back to Duty B6: Show loyalty, integrity and responsibility to the aircraft operator Back to Duty B7: Be commercially aware of offering an agile, efficient and professional aviation service Return to duty B8: Appreciate situational awareness in complex, three-dimensional and fast-moving aviation situations to rights learners without Level 2, English and math will need to achieve this level before taking the end point evaluation. For those with an education, health and care plan or an inherited statement, the minimum requirement for learning English and math is entry level 3. A language qualification of British (BSL) is an alternative to English qualification for those whose main language is BSL. 6 Duration (months): 24 Review This standard of learning will be reviewed after three years.

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