

PRM and the New LOFT



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As a member of the ALPA Training Committee, I have been exposed to a lot of great new training techniques and procedures during the last year. The Airbus school, which I attended in January 1999, incorporated many of these advances.

Speaking of training, the new LOFT goes into effect on December 1, 2000. Yep. That’s right guys and gals, a new world is upon us now. Are you going to enjoy the new LOFT? You betcha. And your Training Committee has been involved with the new LOFT from the start. This article is to familiarize you with the changes. Some of you who have just finished B-737-3/400 training have experienced the Advanced Qualification Program (AQP). The new LOFT will have a similar spin.

First of all, when you are notified that you are in the quarter for the new LOFT, plan on hitting the books. The 100-question guide is a must-do item and will help you big time in the LOFT. This LOFT is jam-packed with items such as PRM procedures. So what is a PRM procedure? ECAP? Like I said, hit the books.

You will start the new LOFT with a briefing and a video. It’s not the same old video that you have seen before. It is different, and you will like it. Basically, the video portrays a crew making several subtle procedural errors. These errors seen in the video will then be related to Standard Operating Procedures and Error Management concepts, which the check airman will explain to you in the briefing.

One of the big changes will be the way the check airman will cover required items in the briefing. The briefing will begin with the crew at the gate, and progress through pushback, taxi, and departure. For example, a question might go like this: You are taxiing out and you get an ACARS message with some new takeoff weights. What is the maximum takeoff weight for your airplane? The briefing will be scenario-based,

and the questions will be asked in a chronological order—no more jumping around from one system to another. The questions will be similar to the ones in the 100-question library that you will have filled out prior to showing up for the LOFT.

Another significant change to the LOFT is its placement—it’s at the end of the four-hour simulator session. You will get eight SPOTS first, then the new LOFT.

On some of the SPOTS, you are at the gate and ready to go. There will be no tricks hidden in the cockpit setup for you to find. So there is no need to start playing “button, button, who hid the button?” Time is important in the new LOFT. On some of the SPOTS, you will be positioned in the air, number one to go, etc. Enough said, but keep in mind the “T” in LOFT is for TRAINING.

So, in closing:

1. BE ON TIME or early if possible. If something comes up and you can’t make the sim, let someone know ASAP.
2. DO come prepared, both mentally and physically. Study well and ensure that all pubs are up to date, including QRH, etc. Remember, if you are too sick to fly, you are to sick to sim.
3. DO bring your medical and license, along with a good attitude. All of the instructors have gone through an extensive training course to make this LOFT one of the best ever. But you have to do your part too!

Your ALPA Training Committee has been working on making this new LOFT the best ever. See you on the line.

