



FLIGHT STANDING ORDER (FSO)

Authorised in accordance with Jetstar Airways Operations Manual Vol 1 (OM1)

OPERATIONAL FSO

FSO 212/10

Issue Date:	18 November 2010	Manual(s) Affected:	Aircraft:
Cancels:	N/A	OM1 Various Sections	<input checked="" type="checkbox"/> A320
Author:	Chief Pilot		<input checked="" type="checkbox"/> A321
			<input checked="" type="checkbox"/> A330

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Cadet First Officers

Introduction

Jetstar has commenced a cadet program for intake first officers. A cadet first officer will complete a specialised training path described in OM3. Cleared to line cadet first officers will be considered restricted until they complete 12 months and 500 hours.

Changes to the various sections of OM1 are included in this FSO.

Procedure


4.26.3 Flight Crew Minimum Experience Restrictions

Pilots are considered restricted until they have the following minimum experience:

- A320 Intake First Officers – 200 hours after clearance to line.
- Command upgrade and aircraft type change – 100 hours after clearance to line.
- A330 CFO to A330 First Officer – 500 hours as A330 First Officer after clearance to line.
- Cadet First Officer – 12 months and minimum 500 hours after clearance to line.

The following limitations apply when operating a Jetstar aircraft:

- **Two crew operation**
During two crew operations at least one pilot must be unrestricted.
- **Three crew operations**
During three crew augmented crew operations at least two of the pilots must be unrestricted.
- **Four crew operation**
During four crew augmented crew operations at least two of the pilots must be unrestricted. Two restricted pilots must never occupy control seats at the same time.


Approved by
Captain Mark Rindfleish
Chief Pilot

Cadet First Officers

Restricted Cadet First Officers must not operate with a Captain who is less than six months from clearance to line.

4.26.4 Cadet First Officer Operational Limitations

A restricted cadet first officer has the following operational limitations:

- Not act as PF on 30 metre runways.
- Not act as PF with a crosswind greater than 10 kt until follow up line assessment has been completed then 20 kt.
- Not act as PF on runways with a landing distance less than 2000 m.
- A Cadet First Officer must have a minimum of 300 hours on the A320 prior to conducting A321 differences training.

4.26.5 Pilot Mentor Program

Jetstar Flying Operations Department coordinate a pilot mentor program for cadet first officers for the duration of their initial Jetstar ground school and line training. The program utilises current checked to line pilots whom volunteer their services to act as mentors to new cadets from the commencement of their administration day with Jetstar.

2.2.4.6 Pilot Mentor***Position Summary***

Mentor new to company pilots during their initial ground school and line training.

Responsibilities

Mentor pilots are responsible for:

- Contact and mentor new to company pilots.
- Be a point of contact for non technical issues for new to company pilots.
- Maintain a thorough understanding of the Jetstar Airways *Be Safe* cardinal rules and *Be Safe* safety beliefs.

4.26 Minimum Experience**4.26.1 Selection Criteria – Initial Intake**

The minimum requirements for selection as a pilot in Jetstar Airways are:

- Hold, or be eligible to hold, an Australian ATPL;
- Have passes in all Australian ATPL subjects or equivalent;
- Hold, or be eligible to hold, an Australian Class 1 Multi-Engine Command Instrument Rating;
- Current Class 1 medical certificate;

- ICAO Level 6 English Language proficiency;
- Hold, or be eligible to hold, relevant Australian permanent residency status or an unrestricted right to work in Australia;
- Possess strong and effective team working competencies;
- Be committed to service excellence;
- A person will not be appointed unless Jetstar is satisfied that the person's employment with Jetstar will at all times be subject only to those industrial agreements which bind Jetstar at the time it considers the persons' application;

AND

- Minimum 1500 hours total time of which 500 hours may be helicopter time;
- 500 hours pilot-in-command or first officer on multi-engine aircraft; and
- 250 hours pilot-in-command of which 150 hours may be ICUS.

Note: *Glass cockpit and multi-crew experience preferred.*

In some circumstances the Chief Pilot may determine that a pilot is sufficiently qualified and experienced for recruitment with less than the qualifications and experience specified above.

Training of Jetstar crew members shall be as specified in the Company *Aircrew Training and Checking* manual (OM3).

4.26.2 Selection Criteria – Cadet Intake

The minimum requirements for selection as a cadet first officer in Jetstar Airways are:

- Hold, or be eligible to hold, an Australian CPL;
- Have passes in all Australian ATPL subjects or equivalent;
- Hold, or be eligible to hold, an Australian Class 1 Multi-Engine Command Instrument Rating;
- Current Class 1 medical certificate;
- ICAO Level 6 English Language proficiency;
- Hold, or be eligible to hold, relevant Australian permanent residency status or an unrestricted right to work in Australia;
- Possess strong and effective team working competencies;
- Be committed to service excellence;

AND

- Minimum 200 hours total time.

3.19.1 Pilot Sign-On Time

Pilot sign-on time for narrow body domestic operations, is sixty minutes (60 minutes) prior to the scheduled flight departure time.

Pilot sign-on time for narrow body international operations (excluding Trans Tasman) is seventy five minutes (75 minutes) prior to the scheduled flight departure time.

For Trans-Tasman operations, sign-on time will be as per individual published roster.

Pilot sign-on time for A330 operations, is ninety minutes (90 minutes) prior to the scheduled flight departure time. Crew should ensure that International baggage check-in procedures have been completed prior to this time.

Intake first officers and cadet first officers will have an additional 15 minutes sign-on time for the first five days of line training.

4.25.4 Safety Pilot

A safety pilot must be qualified, recent and unrestricted on the aircraft type as defined.

Pilots occupying the jump seat during training or checking exercises shall act as safety pilot with the following duties:

1. Observe the overall operation of the aircraft and bring to the notice of the captain any divergence from standard operating procedures or the development of possible unsafe conditions.
2. Maintain a radio listening watch and take note of any possible conflicting traffic.
3. Maintain a lookout for other traffic.
4. Monitor all ATC clearances.
5. Assist with paperwork as required.

The training pilot must brief the safety pilot to ensure that their duties and responsibilities are clearly understood. This briefing should also include the allocation of crew impact drills and responsibilities in the event of an evacuation.