

# Mixed fleet Flying B737 PG & NG

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## Agenda

- Why mixed fleet flying
- Target
- History
- Rules and Regulations
- Problems endured during project
- Disadvantages during project
- Benefits
- Conclusion

# Why mixed fleet flying

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- No more B737 pilots subgroups
- More Efficiency
  - Trips
  - Standby
- More Flexibility
  - Commercial aircraft swaps
  - use of standby
  - more operational integrity

# Target

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To qualify all B737 pilots to fly all subtypes\* mixed on the same day without any restrictions

\* (at the moment B737-300/400/800/900)

# History

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January 1999:	32 B737 (PG), 5 B737 ex Air UK 2 subgroups of B737 pilots
March 1999:	Introduction B737-800 (NG) 3 subgroups of B737 pilots
June 1999:	Pilot Mixed Flying PG & NG
October 1999:	Restart Mixed Flying
September 2000:	Phase out ex Air UK fleet
October 2000:	Start same day Mixed Flying
February 2001:	Start Mixed Type Qualification
September 2001:	All pilots Mixed qualified 27 B737 PG, 17 B737 NG

# Rules and Regulations

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- Pilot (march 1999)
  - 5 days conversion-training
  - 4 stretches route training
  - 35 stretches dedicated B737-800
  - No mixed flying on the same day
  - Number of stretches during 28 days period evenly spread (50/50)
  - No part-time pilots
  - only pilots with at least 500 hours B737 experience
  
- after September 2001
  - Training for B737 NG embedded in Type Qualification
  - 3 stretches on both B737 PG and NG during 90 day period
  - Recurrent Training alternate on PG and NG simulator

# Problems endured during project

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- No mixed flying between July and October 1999
- Delays in obtaining licenses
- Restrictions imposed by the Pilots Union
- No separate Vacation Assignment tool for subgroups
- Not enough dedicated trips

# Disadvantages during project

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- Tight Rule-set imposed by Authorities
- Tight Rule-set influenced PBS
- Adjustment in IT systems to accommodate and monitor the tight rule-set
- 4 subgroups of B737 pilots during project
  - Dedicated Ex-Air Uk (until Sept 2000)
  - Dedicated B737 PG
  - Dedicated B737 NG
  - Mixed qualified
- High demand on training capacity (simulator and instructors)

# Benefits

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- No more subgroups of B737 pilots
- 10 % more efficient trips
  - Less Layovers
  - Less Deadheading
- Less standby crews
- Significant improve in revenue due to commercial swap possibilities
- More flexibility on day of operation
  - subtype changes
  - use of standby crews
- Economy of scale

# Conclusion

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- No change in Safety Occurrences
- The disadvantages endured during the project are more than compensated by the long term benefits
- Pilots prefer same day mixed flying