

Fear –

a practitioners
perspective

Ben Charters – Fear
Practitioner





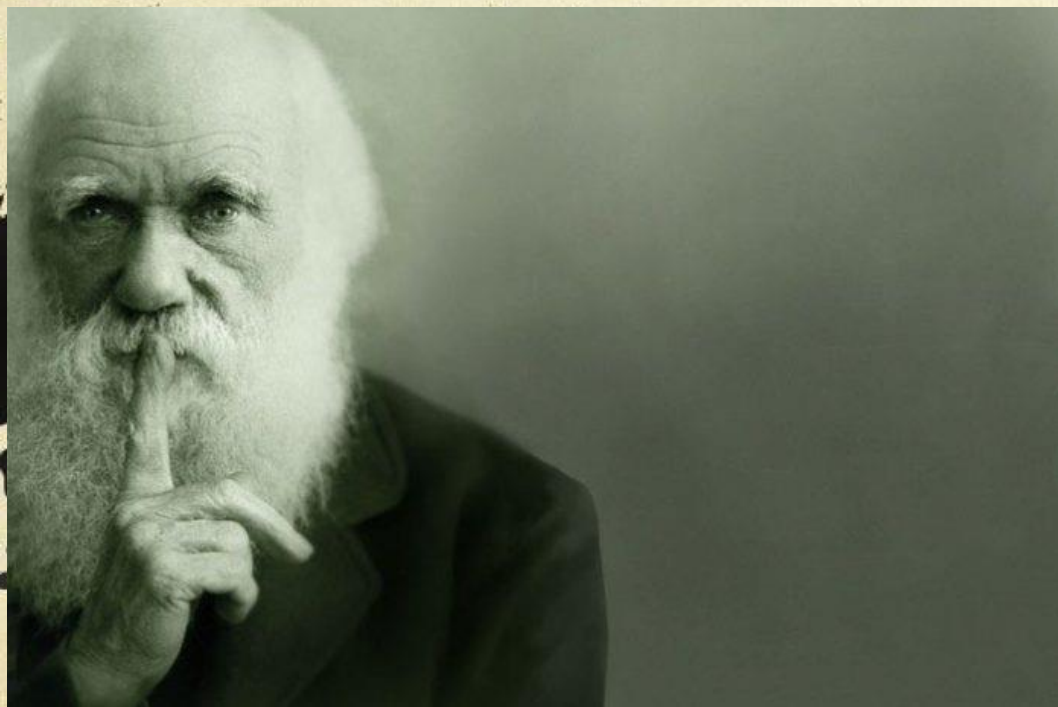












“It is not the strongest of the species that survives, nor the most intelligent that survives. It is the one that is the most adaptable to change.” – **Charles Darwin**

NEW YORK TIMES BESTSELLER
NORMAN DOIDGE, M.D.

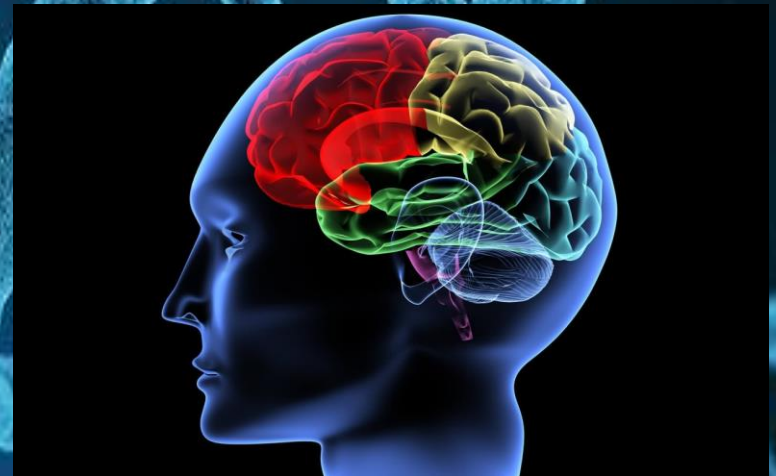
As Featured on PBS's *The Brain Fitness Program*



THE BR IN THAT CHANGES ITSELF

Stories of Personal Triumph from
the Frontiers of Brain Science

"The power of positive thinking finally gains scientific credibility. Mind-bending, miracle-making, reality-busting stuff . . . Straddles the gap between science and self-help." —*The New York Times*



THE COAST-TO-COAST
#1 BESTSELLER

THE
GROUNDBREAKING
BOOK THAT REDEFINES
WHAT IT MEANS
TO BE SMART

Emotional Intelligence

Why it can matter
more than IQ

Daniel Goleman

Author of VITAL LIES, SIMPLE TRUTHS

TIME WARNER & TURNER: THE INSIDE STORY

TIME WHAT'S YOUR EQ?

It's not your IQ. It's not even a
number. But emotional intelligence
may be the best predictor of
success in life, redefining what
it means to be smart.



INSIDE
OUT



Sim Session 1 "Gouge Guide" By Frank Furter Day 1.

Students will be expected to perform everything better
check captains.
Day 1 starts with multiple malfunctions followed by
instrument flight.

- Under instrument conditions students will be
1. Rhythm and groove ability.
 2. Being a hep muso.
 3. Correct beret wearing po
 - 4.

Here's what I remember – hope it
helps.....

Cheers Mike

SIM 1
Day 1

1. First up is a LOFT ride from Brisbane to Accupulco
with a depressurisation followed by coffee machine
failure/
2. Captains LHS inverted flame out TACAN followed by
FO half pike and twist.
3. Both pilots will get marked on their triple axle and
general stage presence as well as some HF crap but
didn't pay much attention to that.....
4. Finally we got a Galaxy note 7 fire followed by an
emergency evac, half roll and pull through with an
Immelman to finish.
Good luck.....M

Quick Reference Handbook	
Quick Action Index	
Engine Start.....	7.1
Engine Start.....	7.2
Engine Start.....	10.1
Engine Unreliable.....	8.
Engine Unreliable.....	2.
CABIN ALTITUDE WARNING.....0	
Emergency Descent.....	
ENGINE FIRE.....	
Engine Limit or Surge or Stall.....	
ENGINE OVERHEAT.....	
Engine Core Damage or Separation.....	
Engine Core Fire.....	
Engine Failure.....	
Evacuation.....	
LANDING.....	
Loss of Control.....	
Rapid Depressurization.....	
Runaway Stabilizer.....	
Smoke, Fire or Fumes.....	
TAKEOFF CONFIGURATION.....	
WARNING HORN (INTERMITTENT).....	
WARNING LIGHT - CABIN ALTITUDE.....	
TAKEOFF CONFIGURATION.....	

- The PM must continue to monitor whether a go-around made by the PF will result in a touchdown within the touchdown zone and prior to the latest point of touchdown, refer [Section 10.23.21 - Landing Touchdown Area - Go-Around Criteria](#)
- If either pilot is unsure about the safe outcome of the landing then a go-around must be initiated or called for
- The option to go-around is not available after selection of reverse thrust.

Call Outs: _____ limits the PM shall provide

Final Outcomes: Theoretical assessment on aircraft systems, procedures, and representation is conducted during the briefing stage in all simulator sessions. In some cases written assessment may be required from time to time, for specific subjects. The Instructors and Check Crews may vary, or seek more information on a particular subject at their discretion.

The LOFT consists of a flight which is planned from Auckland (NZAA) to Bristol. The flight involves an electrical non-normal and a diversion. Effective team management and decision making process must be evident to support the outcome.

MOFT exercises will be performed at Hobart (YMHB) and Auckland (NZAL).

The Day 1 (CPT3) Simulated Training Package for PFI 3, 7 includes training on the following systems:

- Electrical Power
- Fire Protection
- Airline Auxiliary Power

Environmental theme:

- Cold Weather

Matrix Training Items include:

- IAP3D CAT II/III ILS - Fail Passive
- IAP3D RNP LNAV/VNAV
- Approach without the surface - Night
- Crossing / approach (minimum visibility) (Captain's
- qualified)
- Non-Normal Landing - GEI/landing
- Passenger Evacuation
- UPRT - Stall recognition and recovery
- Raw Data / Manual Handling
- Turbulence / High Altitude Manoeuvring

Data Driven Training (DDT):

- Rejected Takeoff Decision Making

LIMIT	CALL
Deviation from centreline	"STEP [RIGHT]
Localiser tracking > ½ dot on standard scale or equivalent on expanded scale	"TR/

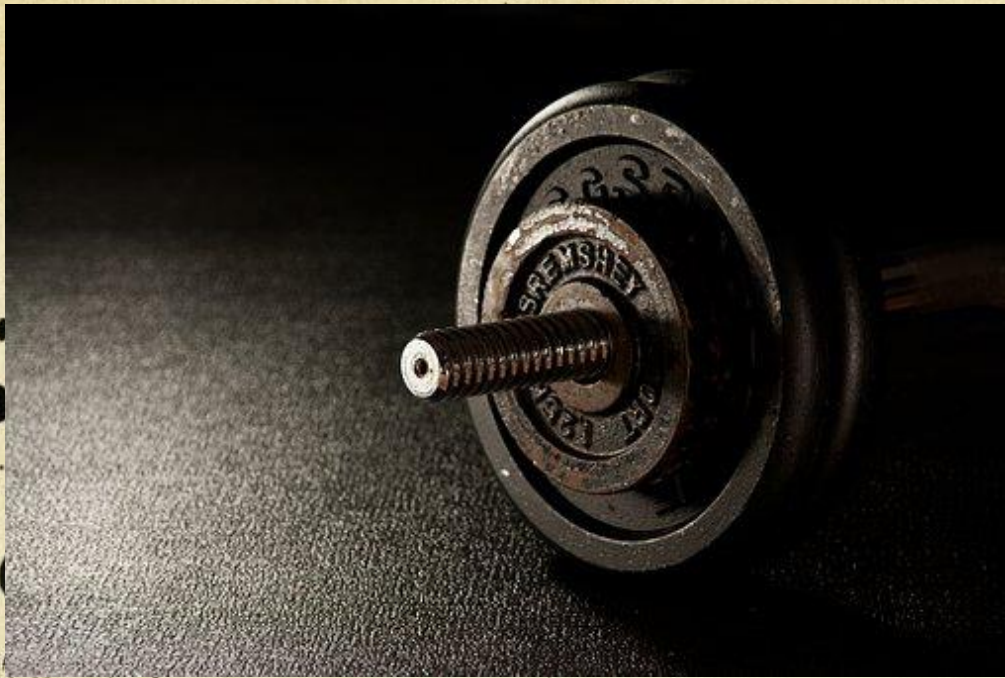
Condition/Location	Pilot Flying	Pilot Not Flying
When aligned with runway centerline and cleared for takeoff.	Advance thrust levers to approximately 40% N1. Allow the engines to stabilize. Push the TO/GA switch. Call: "SET TAKEOFF THRUST."	
		Monitor the engine instruments during takeoff. Call out abnormal indications. Adjust takeoff thrust 60 knots as needed for strong headwinds, if thrust levers do not add to the planned takeoff thrust. Manually advance the levers before 60 knots. Call: "THRUST SET."
		After takeoff thrust is set, the captain's hand must be on the thrust levers until V1. The captain shall make the decision and, if required, action any rejected takeoff.
		Monitor airspeed and call out "V1" and "V2" at a normal rate of indication.
		Call "60 KNOTS."
		Verify the automatic V1 callout or call: "V1."
		Should be removed from the thrust

Time for a
leap of
faith



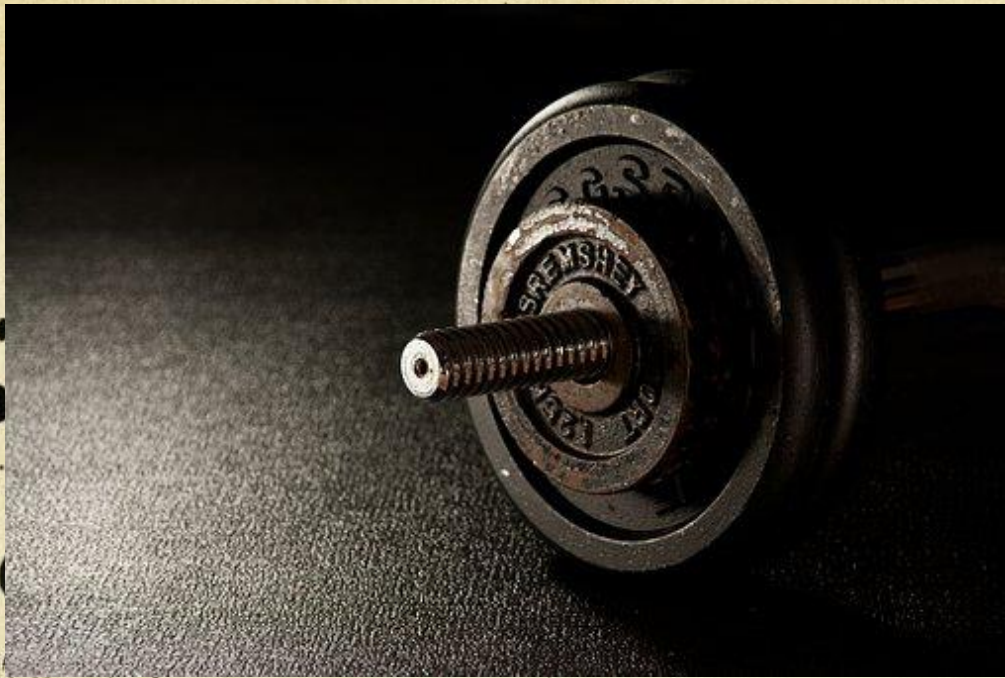


NTS Workout Training Schedule



- **Zero Jeopardy**
- **No pass or fail**
- **Focus is NON Technical Core elements**
- **Trainers trained appropriately**

NTS Workout Training Schedule



- **Consult with NTS specialists**
- **Trainers to debrief appropriately**
- **New research excercised**
- **Results shared within the global community**



**Apollo 13 Earth
moon 1970**



**BA 009 Jakarta
1982**



**Aloha 243 Hawaii
1988**



Cactus 154



**Sioux City DC-1
1989**



**QF32 Singapore
2010**

**VA 1384 Mildura
2013**

Time for a break.....

