



Service above
and beyond

Jet Bridge Flight Training

Bridge the gap. Build competence. Begin "Type Rating" ready.





BACKGROUND

Preparing the next generation of airline pilots

The transition from commercial pilot training to a jet transport flight deck is one of the most important learning milestones in a pilot’s career. Many pilots enter their first type rating with strong foundational flying skills but limited exposure to multi-crew operations, advanced automation, transport-category systems, and airline operating practices.

The readiness gap

Without structured preparation, the transition into type rating can increase instructor workload, create inconsistent outcomes, and raise the risk of training overruns or washout.

The opportunity

A dedicated bridge program gives pilots the jet knowledge, multi-crew behaviors, and operational mindset needed to begin aircraft-specific training with greater confidence.

What is Jet Bridge?

The Jet Bridge course is a focused, resilience-centered training program designed to help commercial pilots transition to complex, multi-crew jet operations. Built on Competency-Based Training and Assessment (CBTA) principles, the course develops the technical and non-technical competencies pilots need for airline operations, including communication, decision-making, leadership, teamwork, workload management, and situational awareness.

Through scenario-based simulator training and classroom instruction, pilots apply these competencies while developing their understanding of jet aircraft systems, automation, procedures, and multi-crew operations.

Aligned with Boeing safety guidance and current regulatory standards, including EASA’s Airline Pilot Standard Multi-Crew Cooperation (APS MCC) framework, Jet Bridge prepares commercial pilot license holders to operate complex Commercial Air Transport (CAT) aircraft safely and effectively and to enter aircraft-specific training with greater confidence and operational readiness.

Successful type rating begins before aircraft-specific training - it begins by building the knowledge, behaviors, and confidence pilots need to succeed in a modern airline environment

A competency-based foundation for airline success

Boeing Jet Bridge Training is a non-regulatory, platform-agnostic program designed to prepare low-time commercial pilots for their first jet transport type rating.

Built on Competency-Based Training and Assessment (CBTA) principles, the program develops foundational jet knowledge, multi-crew skills, threat and error management, and the professional behaviors required for safe airline operations.

Training focuses on how pilots apply knowledge and manage real operational situations in a multi crew flight deck - not only technical task proficiency.

Core elements of the Boeing approach



Competency-based development

Observable behaviors and pilot competencies guide instruction, practice, assessment, and facilitated debriefing.



Threat and Error Management

Training develops the ability to anticipate threats, trap errors, and recover from undesired aircraft states.



Multi-crew integration

Pilots learn communication, leadership, teamwork, role clarity, and disciplined crew coordination.



Scenario-based application

Realistic training events help pilots apply knowledge, manage workload, and make sound decisions under pressure.

While designed around the Boeing 737 flight deck, this course delivers high-value training concepts that extend well beyond a single aircraft type.

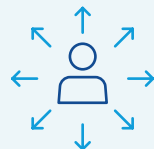




WHY IT MATTERS

Closing the gap between commercial training and airline operations

Commercial pilot qualifications provide a strong foundation, but airline jet operations demand a broader set of technical and non-technical competencies.

Pilot training challenges			Airline challenge
 Limited jet exposure Low-time pilots may have little experience with turbine-powered transport airplanes, advanced avionics, and jet operating techniques.	 Limited multi-crew experience Moving from single-pilot flying to a coordinated flight deck requires communication, leadership, teamwork, and shared decision-making.	 New workload demands Automation management, procedures, and high-tempo operations require disciplined workload management and situational awareness.	 Training efficiency pressure Airlines need pilots to arrive at type rating prepared, while controlling instructor workload, delays, retraining, and washout risk.

Jet Bridge establishes the behavioral and operational foundation pilots need before aircraft-specific qualification begins.

TRAINING APPROACH

Learn. Apply. Practice. Demonstrate.

Jet Bridge uses a blended, scaffolded learning model that builds foundational knowledge before progressively introducing realistic jet and multi-crew operations.

01 | Learn

Self-paced distance learning builds foundational knowledge in human factors, jet systems, procedures, CRM, and TEM.

02 | Apply

Instructor-led academics connect foundational knowledge to commercial jet operations and multi-crew performance.

03 | Practice

FSTD sessions progress through automation, navigation, manual flight, non-normal operations, and crew coordination.

04 | Demonstrate

A line-oriented scenario gives pilots the opportunity to integrate competencies and demonstrate operational readiness.

Flexible delivery

Training may be delivered at a Boeing campus or customer location using appropriate Boeing or customer training devices and instructors.

Operator enablement

Curriculum materials, instructor orientation, pilot instructor training, and technical support can enable customer-led delivery.



CBTA principles

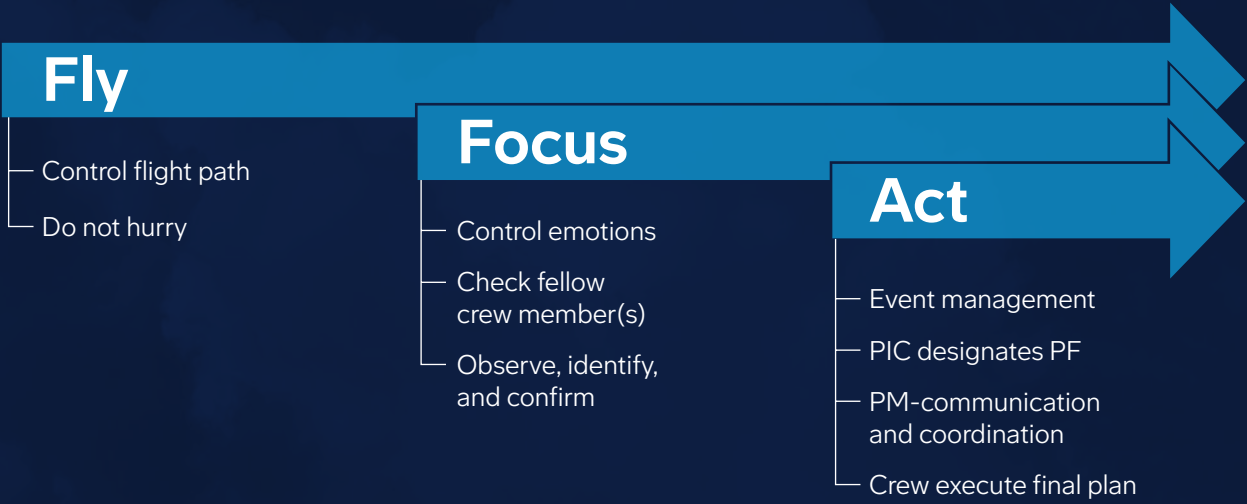
Pilot Competency Framework (PCF)

The Full Type Rating course is designed based on training and assessment of core competencies identified in the PCF. These competencies are what excellent pilots perform to ensure things go well in-flight operations. Observable and measurable behaviors are mapped and integrated into training events. Competency development progresses so that each session builds upon the previous one in a methodical manner:



Fly. Focus. Act (FFA)

Boeing CBTA courses train the competencies of Problem Solving and Decision Making, Situation Awareness, and Leadership and Teamwork through flexible thinking and startle management strategies. Risk anticipation is an essential strategy to build resilience. If pilots anticipate events, then events can be less of a surprise, and a startle reaction may be less intense.



Fly

- With any event occurrence, the priority is flying the airplane, keeping it upright, at an appropriate speed, and avoiding terrain. It is important that one pilot devotes most of their attention to this task.
- Most pilots are familiar with the effects of “time compression” and the unintentional and undesired result of pilots rushing flows, procedures, checklists, and duties. Rushing is almost never required or desired. The model reminds the crew to do not hurry so that they can calmly accomplish safe flight operations.

Focus

- This process component reminds the crew to take a deep breath, and make a situation awareness assessment of the overall state and a cognitive functional assessment of themselves and their fellow pilot. They take time to observe a situation, correctly identify the conditions, and confirm that they have the correct conditions and correct checklists, and are ready to manage the event.

In line operations, the first two process components, Fly and Focus may occur quite expeditiously, without rushing, and the crew’s main efforts will be in the third component, Act.

Act

- The crew executes an event management protocol. They reassess the situation and the captain makes a deliberate and intentional assignment of who is the Pilot Flying (PF), and later who lands the airplane.
- The Pilot Monitoring (PM) accomplishes checklists, non-ATC communications, resource coordination, and crew management as required. Together the crew devises a recovery strategy and an operational plan and then executes their plan.

CBTA principles (cont.)



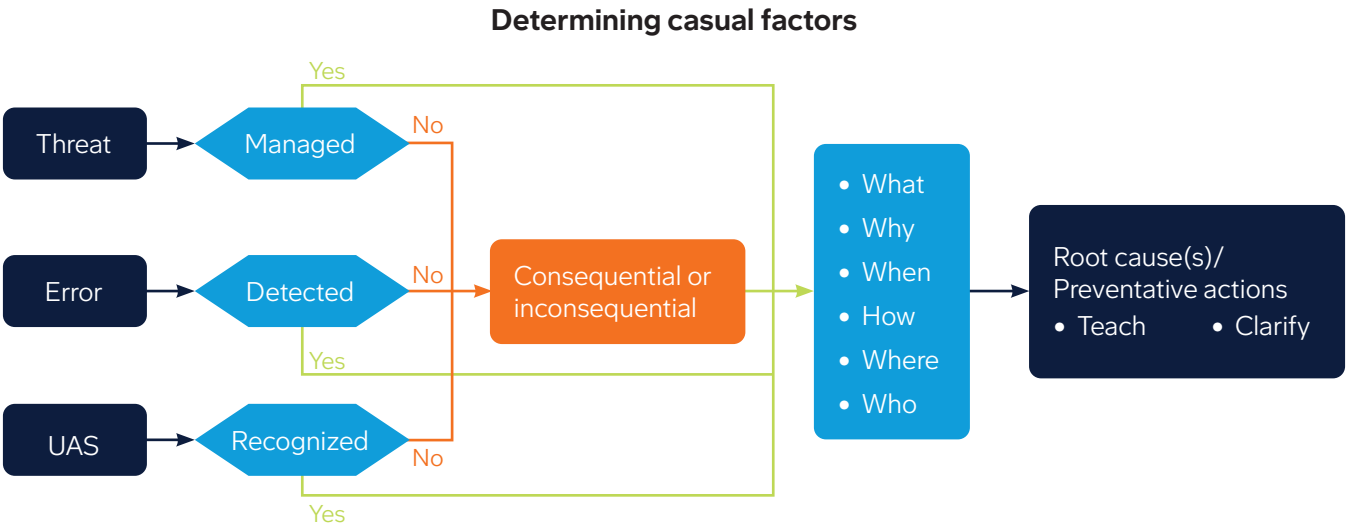
Threat and Error Management (TEM)

At the heart of CBTA is the integration of Threat and Error Management (TEM) a proactive framework for preventing incidents by preparing pilots to recognize, manage and recover from operational risks. In this model, pilot competencies are applied to effectively identify, mitigate, and respond to external threats, internal errors and undesired aircraft states.

Through predictive and reactive monitoring, pilots are trained to anticipate and avoid threats, trap errors, mitigate consequences and recover when necessary. TEM is not just a concept but a core element of CBTA, reinforcing a safety culture that prioritizes preparedness, communication and sound decision making throughout every stage of flight

Root cause analysis

Besides assessing competency objectives, instructors also use root-cause analysis of performance deficiency to identify underlying competencies in need of development. The following flowchart is utilized during the debrief after each practical lesson.



CBTA principles and traditional training

The benefits of CBTA

	Traditional Training	CBTA
Curriculum	Three primary technical training elements: handling skills, automation management and application of procedures	Nine Pilot Competencies and TEM (Threat and Error Management) framework
Goal	Check against a task list, with hours driven training and test-based learning objectives	Develop competent and resilient pilots, with broad scope of human factors and non-technical development areas
Instructor	Instructor-centered	Trainee-centered, using facilitation techniques to support pilot competency and confidence
Assessment	Event-based, measurement determined by fixed, predetermined criteria of numeric flight path deviation and tolerances	Enhanced measurement of standards: pilot performance determined by objective, observable criteria
Licensing	Requirements based on negative outcomes - incidents/accidents	Relevant licensing system based on factors that contribute to successful safe operations
Metrics/data	Limited metrics, with no prescribed framework and limited data integration	Comprehensive metrics based on evidence, sustaining monitoring/enhancement of training systems with actionable SMS (Safety Management System)

Effective training goes beyond compliance—CBTA enables airlines to develop pilots who are prepared, resilient, and performance-ready.

COURSE CURRICULUM

Jet Bridge course structure

The Jet Bridge course includes the following:

- **Distance Learning:** 12 hours.
- 9 days of practical flight training for a suitably qualified Flight Simulator Training Device (FSTD), totaling 36 hours of flight time.
- Each practical flight training day includes 2 hours of pre-flight briefing, 4 hours of practical flight training, and 1 hour of CBTA-facilitated debriefing.
- 1 day of skill test/course practical assessment flight, totaling 4 hours of flight time.

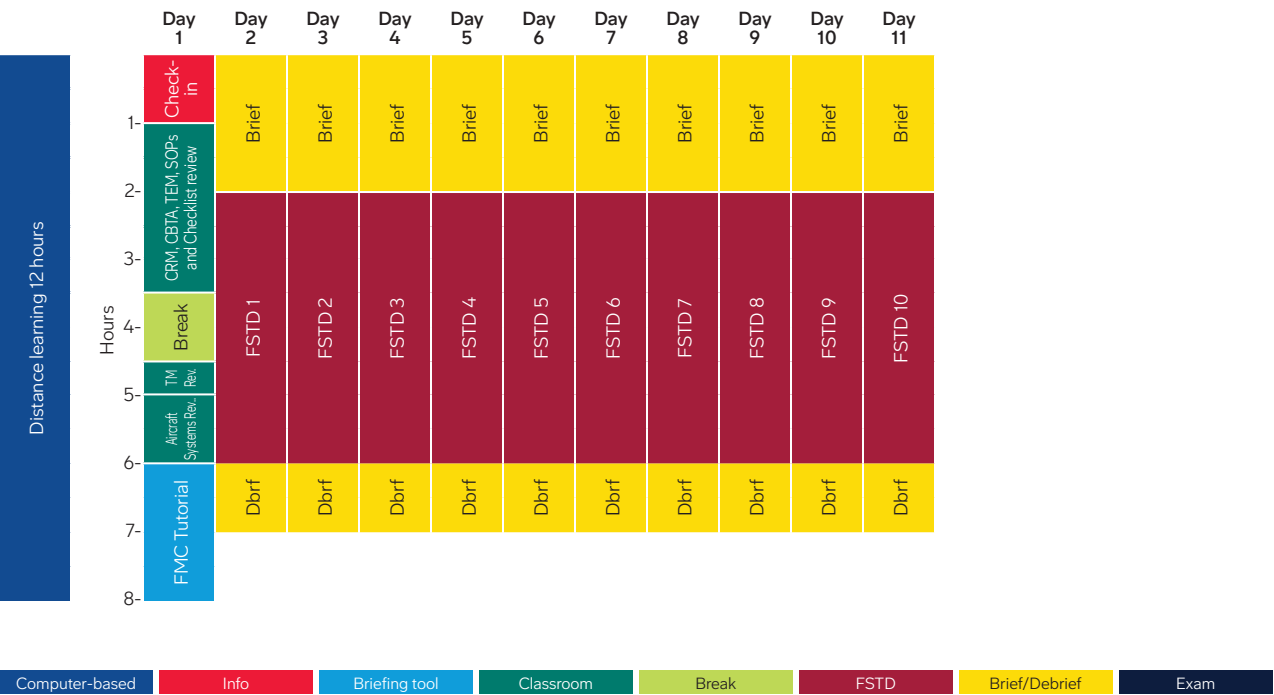
Typical course schedule

Timing	Phase	Editable schedule
Pre-course	Distance Learning	12 hours off campus; CBT must be completed before arrival.
Day 1	Orientation and ground preparation	Campus check-in, orientation and introduction; CRM/CBTA/TEM/SOP review; checklist and Training Manual review; aircraft systems review; FMC tutorial.
Days 2–10	Practical flight training	Nine practical training days. Each day: 2-hour brief → 4-hour FSTD/FFS session (Sessions 1–9) → 1-hour CBTA-facilitated debrief.
Day 11	Course practical assessment	2-hour brief → 4-hour Course Practical Assessment Flight/Session 10 → 1-hour CBTA-facilitated debrief.

Notes

- Distance Learning CBT must be completed prior to arriving on campus.
- Day 1 is conducted in a classroom.

Graphical footprint



The course footprint may change depending on the license agreements.

Pilot Instructor Training (PIT) Course

The text below details a suggested layout and curriculum for a PIT course for any instructor wishing to instruct the Jet Bridge course.

Course Structure

It is suggested that the jet bridge PIT course include the following:

- **Distance Learning:** 12 hours.
- 5 practical flight training sessions in a suitably qualified FSTD, totaling 10 hours of flight time.
- Each practical flight training session includes 0.5 hours of pre-flight briefing, 2 hours of practical flight training, and 1 hour of CBTA-facilitated debriefing.

Timing	Focus	Schedule
Pre-course	Distance Learning	12 hours off campus
Day 1	Orientation + Session 1	Campus check-in, orientation and intro; course intro; Training Manual review; break; brief; FSTD 1; debrief
Day 2	Sessions 2–3	Brief; FSTD 2; debrief; break; brief; FSTD 3; debrief
Day 3	Sessions 4–5	Brief; FSTD 4; debrief; break; brief; FSTD 5; debrief



Graphical footprint



The initial PIT course is conducted by Boeing Instructor Training.

REGISTRATION

Build the foundation for successful airline operations before type rating begins.

Contact your Boeing Flight Training representative to discuss delivery options, instructor and customer implementation.



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Service above
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