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# Eco Pilot Training

Strengthening fuel saving  
behaviour and environmental  
thinking in pilots

**Parc**  
aviation

[www.oaa.com](http://www.oaa.com)

**Oxford**  
aviation academy

## How to save fuel, money and the environment without compromising on safety



We believe that one main key in supporting airlines to save fuel and money, while minimising their impact on the environment is to implement a new set of behaviours within pilots. This can be achieved through Oxford Aviation Academy's Eco Pilot Training program.

Using Full Flight Simulators, coupled with experienced instructors and subject matter experts, pilots will be able to practice, evaluate and experience the benefits for themselves. OAA have used real airline case studies to prove that Eco Pilot Training works. Once learnt, these new behaviours can subsequently be reinforced through recurrent training (LPC/OPC).

### Why turn pilots into fuel managers?

At present, many positive steps are being taken towards making airline operations more cost effective and environmentally sustainable. For instance, a great deal of effort is being put into the research and development of more eco-friendly fuel alternatives and the manufacturing of efficient airframes, engines and other hardware.

However, another important consideration in streamlining an airline's operation and adding to a company's environmental commitment is the challenge of changing entrenched pilot views and behaviours regarding fuel consumption.

### Cost savings

Training pilots to become more active as 'fuel managers' will provide great benefits not only to the environment, but also to the airline. Our Eco Pilot case studies show a real cost saving potential of as much as 4 - 6% can be achieved. To achieve these savings the training principles used must have the full approval from senior management and should be incorporated into, and permeate operational procedures.

### Legislation and Corporate Social Responsibility

Apart from cost saving benefits, there are additional advantages to be gained, such as preparation for the Emissions Trading Scheme, and other related legislation initiatives.

Furthermore, Eco Pilot Training will enrich the airline brand with marketing

opportunities, adding to their corporate social responsibility efforts and also strengthen the triple bottom line, which today is being paid more attention to by shareholders and other stakeholders. Airline passengers and consumers too are more aware of how their decisions and actions are effecting the environment. Letting your target group know you care and are doing your share in being more eco-friendly could generate positive long-term effects on revenue and brand.

### The key to success is convinced pilots and a committed airline management

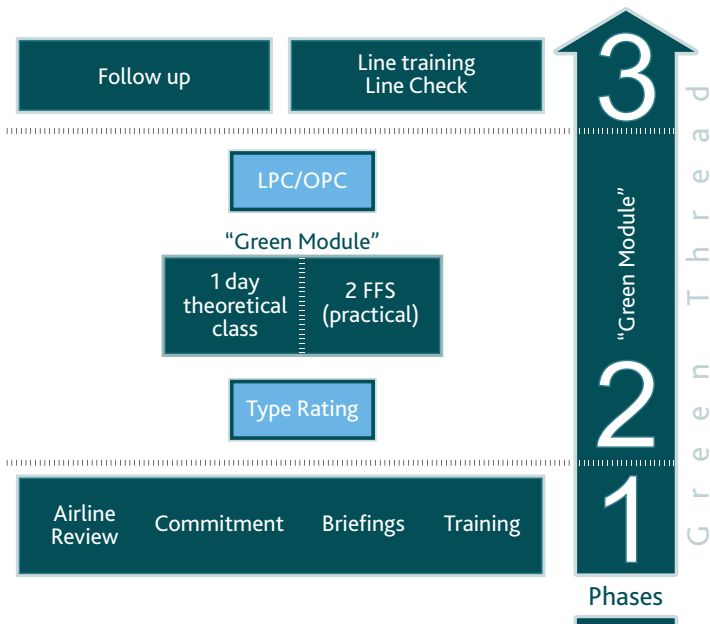
Recurrent, systematic and active training is key in the process of changing behaviours and becoming comfortable with new ones. This is what Eco Pilot Training is all about. Another important part is commitment from senior management, which is achieved in Phase 1 of the Eco Pilot Training programme, described on the next page.



## Eco Pilot Training at Oxford Aviation Academy

For an individual airline to gain the maximum benefit from Eco Pilot Training, the program has been developed to be flexible and easy to customise to cater for different levels of maturity relating to existing fuel conservation policies. A detailed consultation with the airline is made before the start of the program to determine the best course of action and training syllabus.

For an airline to achieve the desired results from the Eco Pilot Training program, it is important that all steps of the course are systematically carried out as prescribed and are followed-up on a regular basis according to the “green thread” modules below.



### Phase 1

Phase 1 is the “commitment” phase where an Airline’s management will get onboard, fully understand the program and be able to enforce and support it during all subsequent phases.

We would expect the DFO and Chief pilots to typically attend this phase. They will be key players if the program is to succeed.

The duration of phase 1 is estimated to be one day, using a combination of lectures and consultations.

### Phase 2

The main part in phase 2 is the Green Module. This will focus on theoretical and practical exercises in classroom and simulator.

Phase 2 also has two add-on options, either Type Rating conversion or recurrent training dependant on the needs of the individual airline.

Type rating conversion will be conducted under OAA’s normal training quality system but with additional focus on Eco behaviour in each briefing and debriefing. After the normal Type rating conversion the Eco ‘Green’ module will be performed.


If the Airline already has pilots type rated the training will start with the Eco ‘Green’ Module and then continue with recurrent Eco Pilot Training.

### Phase 3 (a and b)

3a. Consultation and follow up will be performed on three occasions within the first year after the completion of phase 2. This is to help the airline continue to work with the program in day to day operations.

3b. OAA operational expertise and line Captains/Instructors are offered via Parc Aviation on demand for ongoing line training, line checks etc.



A scenic landscape featuring a vibrant green field in the foreground, a single tree on the left, and a bright blue sky filled with large, white, fluffy clouds. The text is overlaid on the upper left portion of the sky.

*“Eco Pilot Training is developed with the aim of changing behaviours and adjusting the training concept to fit the environment in which our customers are operating, contributing to their efforts to be more cost effective and environmentally friendly.”*

**Torbjörn Wischer**  
Head of Training



## Our Eco Pilot Team of experts

OAA's Eco Pilot Training Team of experts all have extensive experience in the aviation industry in general and a particularly solid background in aviation training. They take an active interest in environmental sustainability and have thoroughly tried and tested the Eco Pilot Training program in both Full Flight Simulators and on commercial flights.



**Torbjörn Wischer**  
**Head of Training, Oxford Aviation Academy**

Torbjörn Wischer started his career in SAS Scandinavian Airlines as a first officer in 1987 and became a commander in 1998. He graduated from Lund University Flight Academy in 1987.

Captain Torbjörn Wischer began as a flight instructor at SAS Flight Academy in 1996 and has been instructing on several different aircraft types since. He has held positions as Chief Flight Instructor, Deputy Head of Training and is currently holding the position as Head of Training at Oxford Aviation Academy.



**Peter Fogtmann**  
**Airbus and Boeing Instructor, Oxford Aviation Academy**

Peter began his career as a pilot flying for the United Nations in Afghanistan, the former Yugoslavia and Africa. After working for the UN for three years, he went on to fly for My Travel, for next three years.

In 1997, he joined SAS Scandinavian Airlines, working 50 percent as a pilot and 50 percent as an instructor at SAS Flight Academy until 2002. Presently, he is employed by both SAS Scandinavian Airlines and Oxford Aviation Academy, but spends most of his time at the academy instructing, guiding and coaching students in all aspects of pilot training.



**Henrik Ekstrand**  
**Captain Novair, M.Sc.**

Henrik started his flying career at SAS Scandinavian Airlines in 2001. Currently, he works as an airline captain for Novair and has experience flying the Boeing 737NG and the Airbus 320 family of aircraft.

Henrik received his M.Sc. in mechanical engineering from Chalmers University of Engineering, Sweden, in 2003. Presently, he is working part time as a PhD student at the Department of Applied Mechanics at Chalmers University. He is involved in work reducing the cost and environmental impact of commercial aircraft with special focus on climb and descent operations.



# Introduction to Oxford Aviation Academy

OAA is the world's leading independent provider of pilot, cabin crew, maintenance training and aviation resourcing services. It is unique in its ability to offer the world's only fully integrated pilot supply chain. We are able to provide a "Total Solution", tailored to meet the particular needs of a customer.



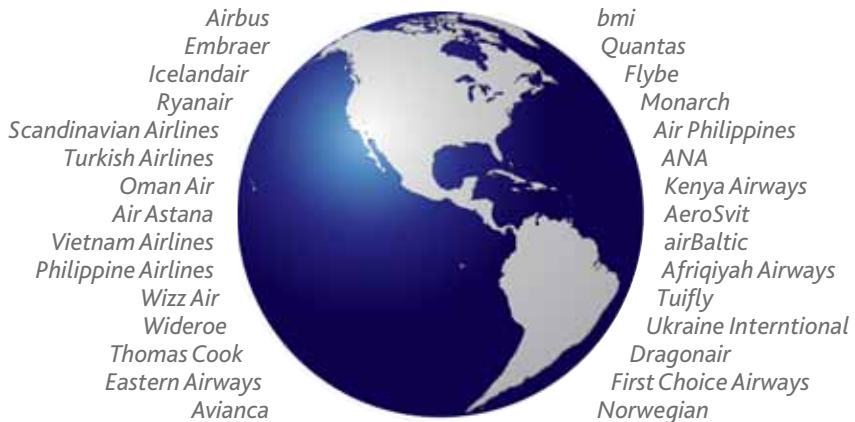
**Total solution provider in training crew for commercial aviation from start of their career through to captaincy and beyond.**

- Amongst the world's largest ab-initio training organisations
- One of the leading Type Rating organisations worldwide
- JAA, CAAC, HKCAD approved
- Portfolio of 49 Simulators and 10 training centres
- Aircraft OEM entitlement training provider (Airbus, Embraer, Saab, BAE Systems)
- A leading provider of cabin crew training
- Maintenance training on a number of aircraft types
- World leader in the provision of aviation personnel on medium / long term contracts to airlines
- Over 800 personnel placed with over 50 airlines in 30 different countries
- 600 employees in 9 countries

Our reputation for the highest quality, professionalism and service delivery has been built over many years and is why airlines worldwide trust us with handling such a safety critical element of their operations.



Some of our customers include:





341 376

*eco*  
**skills for flight**



**Mixed Sources**  
Product groups from well-managed  
forests and other controlled sources

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