

Module VII

Type Rating.

A Specific Aircraft. A Specific Airline. The Last Box You Tick Before You're Hired.

AIRBUS A320 / BOEING 737 LEVEL D FULL FLIGHT SIMULATOR OCFC USA 4 WEEKS

What Is Module VII?

A Type Rating authorises you to fly a specific aircraft model as Pilot in Command. Every major airline jet — the Boeing 737, Airbus A320, Airbus A321, Boeing 777 — requires a separate Type Rating. It's the certification that bridges the gap between light, multi-engine piston aircraft and heavy, high-performance transport-category commercial jetliners, making graduates immediately deployable to commercial air carriers globally.

Type Ratings are typically completed after the ATP and are often sponsored or required by the hiring airline itself. OCFC coordinates Type Rating pathways in collaboration with approved training organisations.

INITIAL JET TRANSITION

The Crowning Phase of a Commercial Aviator's Training Lifecycle.

The Initial Type Rating is the final, definitive qualification before airline employment. It does not just teach you to operate a jet — it qualifies you to command one. From this point, you are not a student. You are a First Officer.

Program Overview

AIRCRAFT VARIANTS	Airbus A320 Family OR Boeing 737 (NG / Classic Series)
TRAINING STANDARDS	FAA 14 CFR Part 142 / 145 Equivalent Curriculum
LOCATION	OCFC-Affiliated Advanced Simulator Training Center, USA
DURATION	4 Weeks — Intensive, High-Fidelity Track
TRAINING DEVICE	Level D Full Flight Simulator (Motion Platform)

PROGRAM INVESTMENT

\$15,500 USD

Per aircraft type. Airbus A320 Family and Boeing 737 are offered as separate, independent Type Rating programs.

Choose Your Aircraft

Select the aircraft type relevant to your target airline and fleet. Both programs are conducted in Level D Full Flight Simulators and meet the same rigorous qualification standards.

OPTION A Airbus A320 Family A319 · A320 · A321	OPTION B Boeing 737 NG Series · Classic Series
POWERPLANT	POWERPLANT
CFM56 · LEAP-1A · V2500 (IAE)	CFM56-3 (Classic) · CFM56-7B (NG)
CORE SYSTEMS COVERED	CORE SYSTEMS COVERED
Fly-by-Wire · ECAM · FMGS · Hydraulics · Avionics · ADIRS	FMC / AFDS · Hydraulics · Avionics · Electrical · Pressurisation · Anti-Ice

Core Training Phases

WEEKS 1 & 2 Ground School & Systems Integration CBT · Flat-Panel Trainers · Interactive Mockups	WEEKS 3 & 4 Fixed-Base & Flight Simulator Training Level D Motion Platform · MCC · Emergency Profiles
→ Fly-by-Wire architecture and flight control laws (A320)	→ Normal and non-normal procedures in the Level D simulator
→ Hydraulic systems — primary, secondary, and emergency	→ Multi-Crew Coordination (MCC) — standard callouts and flows
→ Avionics suite — ECAM / EICAS systems monitoring	→ Engine failures — takeoff, climb, cruise, approach, and landing
→ Powerplant study — CFM56 / LEAP / V2500 engine systems	→ Rejected takeoff procedures and performance
→ Air conditioning, pressurisation, and pneumatics	→ Instrument approaches — ILS, VOR, RNP/RNAV, visual
→ Electrical systems — AC / DC generation and distribution	→ Windshear, GPWS, TCAS response procedures
→ Fuel systems — cross-feed, transfer, and jettison	→ Hydraulic and electrical failures in flight
→ Flight Management System (FMS) programming and operations	→ Final Line Oriented Flight Training (LOFT) and checkride preparation

All simulator training is conducted in a state-of-the-art Level D motion-platform environment, mimicking real-world flight behaviour with absolute precision. The Level D standard is the highest certification for flight simulators issued by the FAA.

Why a Type Rating Is Necessary

01 Required for Commercial Airline Employment

No airline can place you on a commercial jet fleet without a Type Rating for that specific aircraft. It is a non-negotiable regulatory requirement for all pilots operating transport-category aircraft as Pilot in Command or Co-Pilot.

02 In-Depth Knowledge of Specific Aircraft Systems

A Type Rating goes far beyond basic aircraft handling. It qualifies you to manage complex, integrated aircraft systems under normal, abnormal, and emergency conditions — to the precise standard demanded by commercial air transport operations.

03 The Final Step to Jet Pilot in Command

The Type Rating is the last formal qualification between a commercial pilot and the left seat of a commercial airliner. With a CPL, ATP, and Type Rating in hand, a pilot is fully qualified and deployable to an airline fleet.

Prerequisites

01	Commercial Pilot License (CPL) or Airline Transport Pilot License (ATPL)
02	Multi-Engine Instrument Rating
03	Passed ATPL theory exams (where applicable for the target jurisdiction)

Type Ratings are often sponsored or required by the hiring airline itself. Pilots completing Module VII through OCFC GAA are trained to the standards expected by Indian and international commercial carriers.