

Ryanair Interview + SIM

Intro:

- Reporting time was at 8:30 and we were welcomed by the HR team which gave us a quick tour around the building (bathrooms, coffee machines, SIM, etc) and then gave us a 15 minute presentation about the type rating, starting dates, contracts etc.
- After this we met the SIM assessors, Paul and Mike, both of them were really nice and welcoming. Paul gave us a briefing of the full SIM we were going to do, with all the profiles, power settings and what we could expect (except the emergency we would have). So overall he was literally telling us what was going to happen at each stage of the flight. You can see from the beginning they are there to help you and make your life easier.
- You are then going to be given the charts and you will get to know your SIM partner. Use this time to brief charts and talk about how you wanna fly in the SIM.

SIM:

My SIM was assessed by Mike and I started as PF

Departure:

- TNT2T (Liverpool) with A/T and FD on climbing to 5000ft (pretty straightforward)

Airwork:

- Climb to 6000ft at 220kts and during the climb performed turns to specific headings
- Accelerate to 290 kts using minimum of 75% N1 (requested by the instructor) with turns as well
- Descend 5000ft at 250kt with some turns
- 1 steep turn towards left or right (250kt)

Emergency:

- We got a Master Caution due to a fuel bypass filter (both tanks). I requested the appropriate QRH checklist and handled the radios. Checklist ended with "Land at the next suitable aerodrome" (because it was an impending engine failure)
- Handle the controls and radios to the PM (be aware to do this before doing a PIOSEE and also make sure you handle controls by telling the PM the full picture, for example, "you have controls and radios, maintaining 5000ft, heading 090, 250kts, NE of the airport" (something like this))
- PIOSEE, NITS, PA (we decided to return to Liverpool and called a mayday as soon as we finished the QRH and also make sure you talk as a crew if you want to do a PAN or MAYDAY call)

Approach:

- Prepared for the approach and took back control. Requested Descent and Approach checklist which the assessor called "completed" (Again, it's very important to call for the appropriate checklist even though you aren't going to make any changes to the aircraft, as the assessor will do it or you)
- Assessor gave us radar vectors for the approach and was something like "Descend 2000ft, at 250kt with 1000fpm and when passing 3000ft, free speed"
- The trickiest part of the SIM came when he gave us a heading to capture the LOC and I had to capture the LOC while leveling at 2000ft, turning to intercept and putting flaps. Make sure to have a good T scan and don't fall below the platform altitude.

-ILS raw data with normal callouts (you don't have an approach criteria for the assessment so even if you are too fast or too low you may continue, or go around. Your call.

AS a PM:

-Same departure, Same airwork, Same approach

-Different Emergency, this time we had smoke on board due to a power bank. Eventually it turned into a fire. Our biggest mistake as a crew was taking too long to make a decision. As soon as you have a fire on board, you will do 2 things, call a Mayday and get to the aircraft on ground ASAP. So on the PIOSEE don't waste time looking at alternates. This was tricky because first we had smoke that was controllable and it turned into a fire so recognizing immediate threats and prioritizing are the most important things.

Note: Me and my partner saved each other a couple of times so i cant stress how important it is for you to work as a team and help each other out because in the end that's the CRM they want to see. Be an active PM, talk, state your points and help the PF. **If you do this, trust me you will both have higher chance of passing**

HR:

All questions made were already reported by previous students:

- CV Gaps
- Why Ryanair
- Why should we hire you?
- Tell me about your work?
- Tell me about a difficult situation you had at work?
- What type of captain do you want to be?
- What part do you play in a team?
- Any criminal record?
- Any incident/accident related to aviation?
- Who funded your training?
- Do you have the available funds for the type rating?
- Notice period?

The interview was pretty straightforward and to be honest I thought the HR interview was going to be "achilles tendon" because my diction is not the best and I tend to get nervous (even though I have a good English). I have to say I was really calm and the interview went perfectly not just because I prepared hard for it but because they are really really chill and helpful. Be yourself, be genuine, be honest and you will be alright because they really just want to get to know you better and if I did it, you can do it as well.

Technical:

Done my Mike

- Tell me about the PA-28
- What do you do if the Flaps don't work? (get stuck?)
- What is the critical engine on the DA-42?

- VMCA on the DA-42?
- Vr on the DA-42?
- Can you have a VMCA higher than Vr?
- Describe an electrical system on a jet aircraft
- How is AC stored in a jet aircraft?
- What is the amperage?
- How can AC be converted to DC?
- What does VCSH mean in a METAR?
- What do you have to monitor in an approach with thunderstorms?
- What do you do in case of windshear?
- What is the hydraulic pressure on a jet?
- What is the hydraulic pressure on the wheels?
- What gases are inside a jet wheel?
- Why do we use nitrogen inside a jet wheel?
- What do you do in case of unreliable airspeed?

Note: In this part the assessor is looking for keywords and if you don't know he will give you hints and prompts so don't stress if you give an answer and he wants you to go again (it doesn't mean you are wrong, it just means he is looking for another way to answer the question)

-I failed the "How is AC stored in a jet aircraft?" This is tricky because AC isn't really stored in an aircraft, either it's consumed or turned into DC. Again I got the answer in the end because he prompted me.

-I also failed the "What is the hydraulic pressure on a jet wheel". Really didn't know and he said "don't worry, I wasn't expecting you to know this one", so you can see sometimes they just want to know how you react to the questions.

Conclusion:

- Did the assessment on the 14th may
- Positive result on the 15th may at about 15:00
- Be yourself, trust your SIM partner and trust your studies
- As far as I know, 7 / 8 people passed the assessment
- I arrived at the briefing/waiting room at 9:00 and only left to start the SIM at 14:00 so please engage with everyone in the room and build a positive environment so you feel more comfortable and forget about all the stress. This was really a game changer for me as everyone was very nice and we talked about life and planes in general and really set the mood for a positive assessment.

