

**Business:** Cargojet Airways Ltd.

**Title:** Captain

**Terms of Employment:** Permanent / Full Time

**Location of Work:** Hamilton, Ontario

**Hours of Work:** 40 hours/week

**Benefits:** Eligible for salary increases under collective agreement. Eligible for standard group benefits.

**Salary:** Range from \$ 125,291 annually to \$ 200,000

**Contact:** hr@cargojet.com

**Duties:**

- Responsible for the operation and safety of the aircraft and all persons on board during the flight;
- Determine who manipulate the flight controls in accordance with company policy;
- **Duties Before Flight:**
  - The planned route, and any alternative route to be followed in the event that the original Flight Plan becomes impractical owing to unforeseen circumstances;
  - The aerodromes planned to be used for destination, alternate or emergencies;
  - The reported and forecast enroute winds;
  - The reported and forecast meteorological conditions for enroute, alternate and destination aerodromes;
  - The navigation and radio aids to be used;
  - All Flight Operations Bulletins (FOB);
  - Ensuring instruments and equipment, including emergency and safety equipment required for the flight, are installed;
  - Ensuring maps, charts and navigation equipment required for the flight are available on the aircraft, and that the EFB case is received, the contents verified, and the units adequately charged;
  - Ensuring the aircraft is airworthy and has been released in accordance with the Company Maintenance Control Manual (MCM), and the Journey Log is signed by the PIC accepting the aircraft;
  - Ensuring the load carried is distributed and secured so that the aircraft is safe for flight;
  - Ensuring the all-up-weight of the aircraft is such that its performance can meet prescribed requirements for the conditions expected to be encountered on the flight and does not exceed the maximum permissible;
  - Ensuring the fuel load carried is adequate and in accordance with the regulations governing fuel loads and the fuel filler caps, re-fuelling valves, etc. are secured;
  - Ensuring all mandatory items and documents required are carried on the flight;
  - Ensuring all flight crew members are fit for duty and conversant with their particular duties for the flight;
  - Ensuring the First Officer is familiar with the circumstances and conditions that he will be dealing with during the flight, such as carrying out take-offs and landings, or taking over the duties or certain duties of the PIC. Taking over the responsibilities of the PIC shall only take place in the event of the incapacitation of the designated PIC;
  - Ensuring all required paperwork is complete and signed, thereby accepting responsibility for the flight by signing the OFP;
  - Ensuring all outside doors are closed and secured;

- Ensuring proper procedures have been carried out in accordance with the Company Ground De-Icing Program;
- Ensuring pre-flight checks have been completed.
- **In-Flight Duties:**
  - Ensuring the aircraft is operated in accordance with all regulations, the AFM and SOPs.
  - Ensuring the relevant instructions and limitations laid down in the Flight Operations Manual, Aircraft Operating Manual and the Certificate of Airworthiness for the operation of the aircraft are observed;
  - Ensuring an accurate watch is maintained in relation to the planned versus actual fuel consumption;
  - The approved checklists are used in the various phases of flight;
  - Ensuring oxygen is used by flight crew members in accordance with the instructions laid down in this manual;
  - Ensuring a continuous watch is maintained with Dispatch on the progress of the flight according to company policy.
- **Post-Flight Duties:**
  - Ensuring all defects of the aircraft are recorded in the Journey Log Book, and reported to maintenance or to a qualified enroute aircraft repair facility;
  - Ensuring the Flight portion of the Journey Log Book is completed and signed;
  - Ensuring all required company and regulatory documents are completed and submitted and the EFB case is returned to Dispatch at the end of a pairing or the units are charged in advance of the subsequent duty period, as applicable;
  - Ensuring the aircraft is protected from the elements and secured;
  - Ensuring flight crew members are debriefed, where necessary;
  - Ensuring the flight plan is closed;
  - Ensuring customs has been cleared or notified;
  - Ensuring company and any other ground organization (as required) are notified of arrival;
  - Ensuring dispatch and the nearest appropriate local airport authority are notified by the quickest means of any accident or incident involving the aircraft resulting in the injury or death of any person, substantial damage to the aircraft or substantial damage to property, or other significant incident, and all Company, TSB/NTSB and Dangerous Goods Incident/Accident reporting requirements are completed, and that after the last flight of the duty period any ASRs are sent to Dispatch or Director SMS and Security for dissemination of information as required;
  - Ensuring any observations of volcanic activity, including pre-eruption volcanic activity, volcanic eruption, or volcanic ash cloud are recorded and reported to the appropriate ATC unit;
  - Ensuring any anomalies, failures or irregularities involving the RNP, Nav Database, EFB, ACARS/CPDLC, ADS-B/C or other PBN and PBCS items are noted on the Flight Report and brought to the attention of the Dispatcher;
  - Ensuring the Flight Report Duty Period Section is completed and signed, and the Trip Envelope is fully completed and returned to operations after the last flight of the duty period or pairing as appropriate.

**Requirements:**

- ATPL, 5000 hours total time;

- with 3000 hours Transport Jet PIC or 500 hours PIC on type (B767 or B757);
- Completion of Secondary School and graduation from a certified flying or aviation school is required;
- A commercial pilot's licence or an air transport pilot's licence is required