



PURSUE PURPOSE, PAY FORWARD, AND JOIN OUR CREW

NOT JUST A PILOT POSITION

LIVE A LIFE OF PURPOSE

Aviation forms a broad professional field. Most regard Military Aviation and the Top 100 Airlines the top, and you may have your roots in either one or even both of them. But we dare say that in terms of purpose and fulfillment few positions are as rewarding as flying with AMA in Papua. To quote Hans "Dutch" Dekkers, former RNLAF F-16 Pilot and Weapons Instructor, and retired KLM/Transavia Airline Captain: "My three years with AMA were transformational and birthed some of my most precious memories of my aviation career."

AMA Flying is unique. You fly for an organization that started off as a flight service department of the Catholic Mission, with the emphasis on Service. That selfsame spirit and intention is vibrant in AMA today. Life in Papua is different than life in the established high pace world of the world's richest countries. Your family and friends will be far away. Amenities that you may have come to be used to are also typically far away. AMA Flying isn't for everybody.

PILOT PROFILE

AMA has its roots in mission aviation. Even though AMA has transitioned into a commercial air charter operation, we remain very strongly committed to the local population and the needs of the church. You do not have to be Catholic to work for AMA. However you must have a strong interest in helping the local people and be very flexible in your expectations of others. Depending on the area, flying in Papua can be a challenge. Most pilots require two to three months of training before they are released to fly on their own. It often takes about two years to be fully qualified on most of the strips in a specific area or two. Due to the challenge of getting a pilot fully qualified, we are looking for pilots who may be able to stay longer than the initial two year commitment. Because of the effort in training new pilots and the variety of other operators who will gladly hire a fully trained pilot, we do insist on a two year training bond.

Currently we operate Cessna Caravan, Pilatus Porter and PAC 750XL aircraft. The field of operation primarily depends on your designated aircraft and company needs. We do not hire into a specific base and pilots are not guaranteed to be assigned a specific base during their contract. Most pilots will be trained into only one type of aircraft during the initial contract period. Applicants with an ICAO recognized pilot's license are encouraged to



apply. However if you are not an Indonesian citizen, there is a preference for pilots holding an FAA license since it is much easier to work with and keep current in country. Indonesia does not issue pilot's licenses to foreigners, only validations of the original license. This means that the original license and medical should allow for the applicant to fly one of the three types of aircraft we operate. For example if the applicant holds an EASA license, they must have a valid type rating for Pilatus PC6 SET, Cessna SET, or PAC750XL SET and a class 1 medical valid for passenger carrying. We, therefore, ask the applicant to plan for a medical examination and a skill or proficiency test close to the departure date from their home country.

FAMILIES

Once you arrive in Papua you will be amazed at the island's beautiful landscapes, lush jungle, sandy tropical beaches, natural foliage, and habitat. Mainly, due to its remoteness, Papua is a very unique island in many regards. Genuine tribal culture, over 250 spoken languages, and the lack of infrastructure make it a place apart. Our housing caters to the needs of families and is surrounded by well-maintained yards. While pilot spouses cannot expect a working visa, we will organize residential visas for spouses and children. At most of our bases there is a significant expat community and surprisingly many Western style amenities can be purchased. Papua is reasonably safe, allowing family members to move about freely, pursuing their daily activities. While Papua is developing quickly, available activities are limited and one needs certain flair to entertain oneself. During the initial few months of employment AMA provides an Indonesian language tutor as English is not commonly spoken.

WHERE WE DIFFER FROM OTHER COMPANIES

After initial training in Sentani, you will be allocated to a base, depending on demand. Once in the new area of operation, you may count on staying there and properly settling in. As we work with the community rather than single contractors, our network is potentially diverse. Our management is based in Papua; therefore approachable at any time. AMA offers a competitive salary and benefit package.

PROCESS

The following steps outline the application process. In your initial contact please send us your current C.V., as indicated in step 1. After receipt of your C.V., you will be contacted by our Chief Pilot who will be more than willing to answer any further questions you may have.

1. Please send us your current C.V., including references.
2. Due to our remote location we do not expect you to come to Sentani for a job interview. Over the past we have successfully employed pilots whose initial face-to-face contact with AMA was their first day of work. Interviews can be done via Skype or telephone. In order for you to get an idea of our operation and the location, as well as for us to get to know you, a trip to Papua prior to employment certainly is beneficial.



3. Once your application is accepted by the Chief Pilot and our board members, you will be asked to provide us with a digital copy of the following documents:
 - a. Birth certificate
 - b. Front and back of your medical and pilot's license
 - c. Last 3 pages of logbook
 - d. All passport pages. Biodata (face) page must be in color. The passport must have a minimum validity of 22 months at the time of application.
 - e. Passport-style photo of applicant in professional attire.
4. While we will process your work permit and residence visa, further arrangements will be dealt with bilaterally. Organizing a work permit and visa for a new pilot can take two to three months on average.

FAQ

WHAT ARE THE MINIMUM QUALIFICATIONS?

1. 1000 hours PIC fixed wing
2. 50 hours flight time in actual IMC conditions
3. 200 hours cross country
4. Commercial license with current command instrument rating
5. First class medical certificate

In addition to the requirements above, some of the following qualifications would be beneficial in the selection process:

1. Previous 135 air taxi experience
2. More than 100 hrs as PIC in turbine powered aircraft
3. Operations into one-way sloped strips
4. Significant experience in any the types of aircraft we operate
5. Age under 30, with significant recent experience
6. Genuine work experience in other areas besides aviation. In other words, what else can you bring to the company besides your piloting skills?
7. Single and unattached

I DO NOT MEET THE REQUIREMENTS LISTED ABOVE. DO YOU HIRE FIRST OFFICERS?

Not at the moment. If you are close to our minimums and feel you have other experience that you think is beneficial to our operation, you may contact us.

ARE THERE ANY PILOT TRAINING PROGRAMS?



On a limited basis AMA does have a training program setup for Indonesian citizens. This requires at least a one year evaluation period working for AMA on the ground before an applicant may be chosen for flight training. At this time we can only accept a limited number of applicants and you must apply in person at our base in Sentani.

HOW DOES MY LICENSE GET VALIDATED?

You will have to pass an Indonesian medical examination and take a written test covering Indonesian Air law. This is usually done in Jakarta. Assistance and guidance are provided for this testing.

HOW MANY HOURS WILL I FLY IN A YEAR?

You are limited by several factors, including loading, aircraft availability, other pilot schedules, and weather. Typically our pilots fly about 900 hours a year. Your maximum is 1050 hours as per DGCA regulations.

CAN I LIVE ON WHAT I WILL BE PAID?

Yes, most definitely. You are paid a competitive salary, based on your experience. This is paid monthly in US dollars into your bank account. The amount will be re-evaluated on a yearly basis. Please note that you are not paid by the hour.

HOW MUCH TIME OFF WILL I GET?

Our contract stipulates 18 working days leave, per year.

WHERE WILL I LIVE?

In Sentani we have a compound, right next to the airport, with several houses for pilots right next to the airport. Single pilots in Sentani can expect to live in a newly completed multiplex with 5 individual rooms with ensuite bathrooms and a shared living room and kitchen area. At other bases we have houses either right beside the airport or in town. Occasionally you will be temporarily assigned to an area where we do not have a fixed base. In this situation the company will organize suitable accommodations in a hotel.

WHAT IS THE MEDICAL SITUATION?

The AMA health care plan costs USD 25.00 per month. This covers the employee and immediate family members who reside with the pilot in Indonesia. Medical benefits include: medical care in Indonesia, travel to and from Jakarta, if necessary, required dental and eye care, and prescriptions/medications. If for any reason medical care is



sought outside Indonesia, AMA will cover 80% of medical care and ticket costs for treatment in Malaysia and Singapore only.

Despite its remoteness, Papua enjoys an adequate level of medical facilities for many needs. In case of an emergency, there are several commercial flights each day heading towards the hospitals in Jakarta or Bali. Pharmacies cater to most needs, and some of them are even open 24 hours a day. Papua is considered a high-risk zone for malaria. Many chose not to take prophylactic medicine. Once you suspect that you are suffering from malaria, most pharmacies will be able to make a quick check, and specific treatment is readily available. There is also a risk of typhoid, dengue fever, and tuberculosis. Once again, these illnesses are well known and can be treated on the spot. No immunizations are required to enter Indonesia.

HOW IS THE INTERNET?

All our houses are connected to the internet via a modem. Papua continually makes improvements in the area of technology, though the current internet available is not up to the standards of most industrialized nations. Skype and downloading is possible, and best during off peak hours. Many chose to install their own system, for dedicated bandwidth / speed.

WHAT IS AVAILABLE TO DO AFTER WORK HOURS?

This ultimately depends on your base assignment. All places certainly cater to outdoor activities, such as bicycling, walking, and swimming. Sentani and Nabire have good access to nice beaches. There are martial arts and indoor soccer. At most places you will be able to join a local gym. Since the expat community is comparatively large at our home base, many recreational activities are sponsored by the International School. Sentani, being integrated into the greater Jayapura area, even boasts a brand new cinema, discos, shopping malls, and classy restaurants. Papua is quickly changing, and new shops and other facilities are mushrooming everywhere.

WHAT IS THE WEATHER LIKE?

Papua is a tropical island offering humid and hot weather. We normally get temperatures around 30°C / 85°F centigrade and a high relative humidity. In the evenings it cools down to some 24°C / 75°F. While there is an official rainy season, recent years have shown a somewhat random pattern. Unlike other tropical regions, we do not experience daily rain showers in the afternoon. In fact, it can become rather dry at times. Our bedrooms are air-conditioned, and the rest of the rooms have fans. Most people relocating to Papua find that they acclimate to the weather within a few months. The mountainous regions of interior Papua offer a climate that is quite pleasant, and significantly cooler than the lowlands.

With our tropical weather patterns and mountainous terrain, we try to start flying early in the morning, between 5:30 and 6:00 am. Most days you can be done flying by mid-afternoon.



HOW DO I GET AROUND?

We have cars and, on some bases, motorbikes. Additionally, Indonesian towns have the Bemos, collective taxi minibuses, and Ojeks, motorcycle taxis. Some pilots chose to use bicycles for their transport requirements.

DO I NEED TO LEARN INDONESIAN?

English is not widely spoken, and for pilots it is essential that they learn Indonesian. We provide language lessons during the first three months of employment. Lessons take place after the pilot's duties are completed for the day.

MUST I WEAR A UNIFORM?

AMA leaves it up to the pilot to decide what she or he wears for work, as long as it looks tidy. For safety reasons we recommend long trousers made out of a natural thread, such as cotton. You can bring your own pilot shirts or AMA can have them made for you once you arrive.

End of Doc