



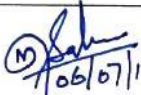
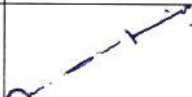
A-320 TRANSITION TRAINING SYLLABUS

OM Part-D: Doc. #.F/TRG/01-D01
(Annexure B1)

Chapter 00
Revision 00
Page 1

Edition 1
July 06, 2017

0.1 APPROVAL

STEP	NAME & DESIGNATION	SIGNATURE	DATE
Prepared by	Mohammad Saleem Mgr. Crew Trg & Lic.	 06/07/17	06-07-2017
Reviewed by	Capt. Omer Nazir Deputy CP A-320		06-07-2017
Vetted by	Capt. Zarak Khan CP Crew Training		06-07-2017
Approved by	Capt. Uzair Khan Chief of Flt. Ops.		06.07.2017
PCAA Approval No.	HSCAA/1076/038/FSAC/6800		
Effective Date	19.07.2017		



SIGNATURE & STAMP OF
APPROVING AUTHORITY



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0.3 LIST OF EFFECTIVE PAGES

Chapter #	Description	Effective pages	Rev #	Rev Date
0	0.1 Approval	1-2	00	July 06, 2017
	0.2 Record of Revision	3-4	00	
	0.3 List of Effective Pages	5-6	00	July 06, 2017
	0.4 List of Abbreviations	7-10	00	July 06, 2017
TOC	Table of contents	11-14	00	July 06, 2017
1.	FBS Lesson-1	1-4	00	July 06, 2017
2.	FBS Lesson-2	1-4	00	July 06, 2017
3.	FBS Lesson-3	1-2	00	July 06, 2017
4.	FBS Lesson-4	1-4	00	July 06, 2017
5.	FBS Lesson-5	1-4	00	July 06, 2017
6.	FBS Lesson-6	1-4	00	July 06, 2017
7.	FFS Lesson-1	1-4	00	July 06, 2017
8.	FFS Lesson-2	1-2	00	July 06, 2017
9.	FFS Lesson-3	1-4	00	July 06, 2017
10.	FFS Lesson-4	1-4	00	July 06, 2017
11.	FFS Lesson-5	1-4	00	July 06, 2017
12.	FFS Lesson-6	1-4	00	July 06, 2017
13.	FFS Lesson-7	1-4	00	July 06, 2017
14.	FFS Lesson-8	1-4	00	July 06, 2017
15.	FFS Landings Training	1-6	00	July 06, 2017
16.	CAT-II/III/LVP Simulator Training	1-12	00	July 06, 2017



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0.4 LIST OF ABBREVIATIONS

AAL	Above Aerodrome Level
A/C	Aircraft
ACARS	Arinc Communication Addressing & Reporting System
A/P	Auto Pilot
A/THR	Auto Thrust
ADR	Air Data Reference
ADIRS	Air Data and Inertial Reference System
AGL	Above Ground Level
ALT	Altitude
AOC	Air Operator Certificate
APP	Approach
APU	Auxiliary Power Unit
ATC	Air Traffic Control
ATSU	Air Traffic Service Unit
ATT	Attitude
CAB	Cabin
CAT	Category
CDL	Configuration Deviation List
CM	Crew Member
CRM	Crew Resource Management
CSS	Cockpit System Simulator
CTL	Control
DC	Direct Current
DCP	Designated Check Pilot
DH	Decision Height
DMC	Display Management Computer
DME	Distance Measuring Equipment
ECAM	Electronic Centralized Aircraft Monitoring
EIS	Electronic Instrument System
ENG	Engine
ELEC	Electric



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ETA	Estimated Time of Arrival
FBS	Fixed Base Simulation
FCOM	Flight Crew Operating Manual
FCU	Flight Control Unit
F/D	Flight Directors
FL	Flight Level
FLT	Flight
FMA	Flight Mode Annunciator
FMGS	Flight Management Guidance System
FFS	Full Flight Simulator
FO	First Officer
FOO	Flight Operations Officer
FWS	Flight Warning System
G/S	Glide Slope
GNSS	Global Navigation Satellite System
GPS	Global Position System
GPWS	Ground Proximity Warning System
HYD	Hydraulic
ICAO	International Civil Aviation Organization
INIT	Initialization
ILS	Instrument Landing System
IR	Inertial Reference
IRS	Inertial Reference System
ISA	International Standard Atmosphere
LOC	Localizer
LVP	Low Visibility Procedures
LVTO	Low Visibility Takeoff
MABH	Minimum Approach Break-Off Height
MCDU	Multi Purpose Control & Display Unit
MEL	Minimum Equipment List
NAV	Navigation
NDB	Non-Directional Beacon
NM	Nautical Mile



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NOTAM	Notice to Airmen
NPA	Non Precision Approach
OETB	Operations Engineering Technical Bulletin
OM	Operations Manual
PAPI	Precision Approach Path Indicator
PB	Place Bearing
PBD	Place Bearing Distance
PERF	Performance
PF	Pilot Flying
PFD	Primary Flight Display
PCAA	Pakistan Civil Aviation Authority
PNF	Pilot Not Flying
PPC	Pilot Proficiency Check
PRNAV	Precision Area Navigation
QRH	Quick Reference Handbook
RA	Radio Altitude/Radio Altimeter
RAD	Rad Nav Page
RNAV	Area Navigation
RNP	Required Navigation Performance
ROC	Rate of Climb
RSVR	Reservoir
RVR	Runway Visual Range
RVSM	Reduced Vertical Separation Minima
R/W	Runway
SATCOM	Satellite Communication
SDAC	System Data Acquisition Concentrator
SE	Single Engine
SEC	Spoiler Elevator Control
SFI	Synthetic Flight Instructor
SID	Standard Instrument Departure
SOP	Standard Operating Procedure
STAR	Standard Terminal Arrival Route
TCAS	Traffic Advisory & Collision Avoidance System



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T/O	Takeoff
TOC	Top of Climb
TOD	Top of Descent
TOGA	Takeoff Go Around Thrust
TRI	Type Rating Instructor
V1	Decision Speed
V2	Takeoff Safety Speed
VACBI	Video And Computer Based Instructions
VHF	Very High Frequency
VOR	VHF Omni-Directional Radio Range



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	Fixed Base Simulator (Lesson 1)	Edition 1 July 06, 2017

FBS-1

PLANNED TIME: 04 HOURS

Accumulated Hours 4

Name of Trainee: _____ P- _____

LIC TYPE & NO _____ DATE: _____

INSTRUCTOR WILL INITIALIZE AT THE GATE AND PERFORM QUICK COCKPIT PREPARATION

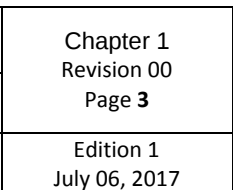
TRAINING EXERCISES	PF	PNF
1. SEAT ADJUSTMENT (ELECTRICAL & MANUAL)		
2. FLIGHT DECK LIGHTING		
3. OXYGEN SYSTEM USE		
4. FMGS PRESENTATION		
5. FMGS PAGES REVIEW		
6. A/C STATUS		
7. INIT PAGES (A&B)		
8. FLT PLAN PRIMARY AND SECONDARY		
9. RAD NAV		
10. PERF , PROG, FUEL AND PRED PAGES		
11. FCU & EIS CONTROL PANELS SET UP		
12. FMGS PREPARATION AND GROUND SET UP COMPLETE		
ENG START & AFTER START PROCEDURE WILL BE PERFORMED BY THE INSTRUCTOR		
13. TAKE OFF		
14. CLIMB FL160		



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TRAINING EXERCISES	PF	PNF
15. DIRECT TO FUNCTION		
16. OFF SET EXERCISE		
17. ENROUTE HOLDING AND HOLDING AT PRESENT POSITION		
18. CRUISE FMA REVIEW		
19. NAV ACCURACY CHECK PROCEDURE		
20. ETA AND ESTIMATED FUEL ONBOARD OVER A FIX.		
21. CONSTRAINTS (ALT & SPEED)		
22. DESCENT PREPARATION		
23. DESCEND TO 6000.		
24. ILS APPROACH R/W 25L OPKC		
25. GO AROUND AT MINIMUM		
26. USE OF SECONDARY FLT PLAN		
27. DIVERSION TO ALTERNATE OPNH		
28. ILS APP		
29. AUTOLAND		
30. SECURE		



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FBS-2

PLANNED TIME: 04 HOURS

Accumulated Hours 8

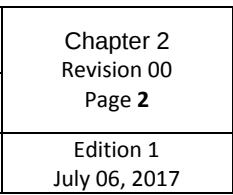
Name of Trainee: _____ P- _____

LIC TYPE & NO _____ DATE: _____

INSTRUCTOR WILL INITIALIZE AT GATE AND PERFORM QUICK COCKPIT PREPARATION

TRAINING EXERCISES	PF	PNF
1. FCU & AUTO FLT SYSTEM INTRODUCTION		
2. DISCUSSION OF AUTO FLIGHT MODES AND AUTO THRUST		
AIRPLANE SYSTEM FAMILIARIZATION APU OPERATION ELECTRICAL SYSTEM		
3. SYSTEM DISPLAY (SD) PAGES REVIEW		
4. PARKING BRAKE CHECK & TAKE OFF CONFIG WARNING		
5. INTRODUCTION TO NORMAL PROCEDURES		
INTRODUCTION TO START & AFTER START PROCEDURE		
6. ENGINE START		
7. TAKE OFF and CLIMB		
8. DEMONSTRATION OF AUTO PILOT MODES & AUTO THRUST LOGIC		
9. DESCENT		
10. ILS APPROACH		
11. AUTOLAND		
12. SECURE		



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FBS-3

PLANNED TIME: 04 HOURS

Accumulated Hours 12

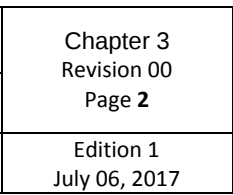
Name of Trainee: _____ P- _____

LIC TYPE & NO _____ DATE: _____

INSTRUCTOR WILL INITIALIZE AT THE GATE

TRAINING EXERCISES	PF	PNF
1. PRELIMINARY COCKPIT PREPARATION		
2. COCKPIT PREPARATION		
3. FMGS GROUND SET UP		
4. BEFORE START / ENG START / AFTER START		
5. TAXI & BEFORE TAKE OFF		
6. TAKE OFF WITH PACKS ON		
7. CLIMB MODE (FMGS)		
8. CRUISE MODE (FMGS)		
9. A/THR DISCUSS/DEMO LOGIC		
10. DESCENT PREPARATION		
11. FMGS SET -UP		
12. ILS APP		
13. AUTO LAND		
14. AFTER LANDING		
15. PARKING		
16. SECURING A/C		
17. MEL USE		



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FBS-4

PLANNED TIME: 04 HOURS

Accumulated Hours 16

Name of Trainee: _____ P- _____

LIC TYPE & NO _____ DATE: _____

**INSTRUCTOR WILL INITIALIZE AT THE GATE AND PERFORM QUICK
COCKPIT PREPARATION**

TRAINING EXERCISES	PF	PNF
1. ECAM PRESENTATION AND DESCRIPTION		
2. DUs SWITCHING		
3. APU START		
ENG START & AFTER START PROCEDURE WILL BE PERFORMED BY THE INSTRUCTOR		
4. T/O - PARKING BRAKE ON WITH T/O THRUST		
5. T/O INHIBIT DEMO		
6. CLIMB 9000ft SYSTEM PAGES REVIEW		
7. EIS ECAM DMC1 then DMC 3 FAULT-Restore		
8. DISPLAY UNIT FAIL-Restore		
9. ELEC DC BUS FAULT-Restore		
10. FUEL IMBALANCE ADVISORY-Restore		
11. CAB PRESS SYS1 FAULT then CAB PRESS SYS2 FAULT-Restore.		
12. HYD G RSVR LOW LVL-Restore.		
13. HYD B RSVR OVHT		

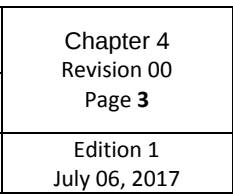


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TRAINING EXERCISES	PF	PNF
14. HYD G+B LOW PRESS-Restore		
15. APU FIRE-Restore		
16. ENG FIRE-Restore		
17. FWS SDAC 1+2 FAULT- Restore		
18. SEC1 FAULT and SEC 2 FAULT- Restore		
19. AFT CARGO SMOKE-Restore		
20. AUTO FLT RUD TRM LIM 1 then 2 FAULT- Restore		
21. ELEC AC BUS 1 FAULT-Restore		
22. AIR L WING BLEED LEAK-Restore		
23. FUEL LEAK-Restore		
24. NAV ADR 2+3 FAULT-Restore		
25. DESCENT PREPARATION		
26. FLT/CTL (WTB ON) SLATS LOCKED-Restore		
27. FLT/CTL FLAPS FAULT-Restore		
28. ILS APP.		

Note: In all non-normal situations and emergencies, Instructor must introduce the concept of Facts Options Risks Decision Execution Checklist (FORDEC) & Nature Intentions Time Special Briefing (NITS).



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FBS-5

PLANNED TIME: 04 HOURS

Accumulated Hours 20

Name of Trainee: _____ P- _____

LIC TYPE & NO _____ DATE: _____

INSTRUCTOR WILL INITIALIZE AT THE GATE

TRAINING EXERCISES	PF	PNF
1. PRELIMINARY COCKPIT PREPARATION		
2. COCKPIT PREPARATION		
3. BEFORE START		
4. ENGINE START/ENGINE 2 START FAULT-HOT START		
5. ENGINE 2 MANUAL START/AFTER START		
6. TAXI/BEFORE TAKE OFF		
7. TAKE OFF		
8. CLIMB		
9. CRUISE FL120		
10. ECAM ADVISORY		
11. ECAM MANAGEMENT		
12. CAB PR SYS 1 FAULT		
13. CAB PR SYS 1+2 FAULT		
14. EMERGENCY DESCENT- RESTORE		
15. ENG FIRE -RESTORE		
16. DMC 1 FAULT		

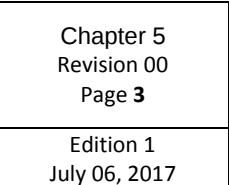


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TRAINING EXERCISES	PF	PNF
RE POSITION ON GROUND		
17. TAKE OFF		
18. RADAR VECTORS		
19. NPA VOR DME SELECTED		
20. FLAPS LOCKED		
21. GO AROUND FREEZE		
22. RESTORE		
23. ILS AUTOLAND		

Note: In all non-normal situations and emergencies, Instructor must introduce the concept of Facts Options Risks Decision Execution Checklist (FORDEC) & Nature Intentions Time Special Briefing (NITS).



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PROGRESS CHECK

FBS-6

PLANNED TIME: 04 HOURS

Accumulated Hours 24

Name of Trainee: _____ P- _____

LIC TYPE & NO _____ DATE: _____

INSTRUCTOR WILL INITIALIZE AT THE GATE.

TRAINING EXERCISES	PF	PNF
1. PRELIMINARY COCKPIT PREPARATION.		
2. COCKPIT PREPARATION		
3. BEFORE START/ENG START		
4. HUNG START / ENGINE START FAULT		
5. RESTORE		
6. NORMAL START		
7. AFTER START		
8. TAXI AND BEFORE TAKE OFF		
9. TAKE OFF		
10. CLIMB		
11. CRUISE		
12. DUAL HYDRAULIC FAILURE (G+B)		
13. NPA VOR/GNSS/RNAV		
14. LANDING		



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TRAINING EXERCISES	PF	PNF
INITIALIZE AT FL 350		
15. STRUCTURAL DAMAGE		
16. EMERGENCY DESCENT		
17. RESTORE		
18. RIGHT WING BLEED LEAK		
19. PACK 1 OVERHEAT		
20. EMERGENCY DESCENT - NO DAMAGE		
21. VOR DME MANAGED		
22. LANDING		
23. ENGINE FIRE		
24. EVACUATION		

Note: In all non-normal situations and emergencies, Instructor must introduce the concept of Facts Options Risks Decision Execution Checklist (FORDEC) & Nature Intentions Time Special Briefing (NITS).



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Instructor's Comments

☐ Recommended for FFS	☐ Not recommended for FFS	
NAME OF INSTRUCTOR	SIGNATURE OF INSTR	SIGNATURE OF TRAINEE
		

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	Full Flight Simulator (Lesson 1)	Edition 1 July 06, 2017

FFS-1

PLANNED TIME: 04 HOURS

Accumulated Hours 4

Name of Trainee: _____ P- _____

LIC TYPE & NO _____ DATE: _____

NOTE : BEFORE COMMENCEMENT OF THE FFS, INSTRUCTOR IS TO ENSURE THAT TRAINEES ARE FAMILIAR IN ECAM HANDLING, NORMAL PROCEDURES AND CALL OUTS.

INSTRUCTOR WILL INITIALIZE AT THE GATE.

TRAINING EXERCISES	PF	PNF
1. PRELIMINARY COCKPIT PREPARATION		
2. COCKPIT PREPARATION		
3. ENGINE START / AFTER START		
4. TAXI		
5. TAKE OFF		
6. SID CLIMB 120		
7. A/P F/D DISCONNECTION AND RECONNECTION		
8. A/THR LOGIC		
9. SIDE STICK PRIORITY		
10. STUDY OF NORMAL LAWS / PROTECTIONS		
11. MODE REVERSIONS		
12. DESCENT/STAR		
13. ILS APPROACH		
14. LANDING		

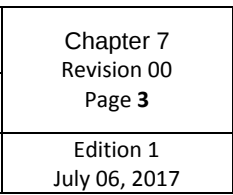


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TRAINING EXERCISES	PF	PNF
INITIALIZE AT HOLDING POINT		
15. TAKE OFF		
16. VISUAL PATTERN		
17. LANDING		
18. MODERATE CROSSWIND 10-15 KTS		
19. LANDING		
20. AFTER LANDING		
21. TAXI		
22. PARKING		
23. SECURING THE AIRCRAFT		

Note: In all non-normal situations and emergencies, Instructor must enforce the concept of Facts Options Risks Decision Execution Checklist (FORDEC) & Nature Intentions Time Special Briefing (NITS), till pre-rating check.



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FFS-2

PLANNED TIME: 04 HOURS

Accumulated Hours 8

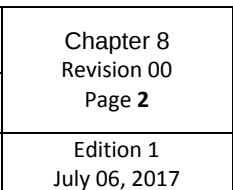
Name of Trainee: _____ P- _____

LIC TYPE & NO _____ DATE: _____

INSTRUCTOR WILL INITIALIZE AT THE GATE.

TRAINING EXERCISES	PF	PNF
1. PRELIMINARY COCKPIT PREPARATION.		
2. COCKPIT PREPARATION		
3. ENGINE START WITH MALFUNCTION		
4. TAXI – RUNWAY CHANGE (IN FMGC)		
5. TAKE OFF		
6. STANDARD ILS		
7. DISCONTINUED APPROACH TECHNIQUE		
8. ILS RAW DATA		
9. LANDING		
INIT AT TAKE OFF POINT		
10. TAKE OFF		
11. NPA MANAGED/RNAV/GMSS		
12. GO AROUND		
13. VISUAL APPROACH		
14. FLAP 3 LANDING CROSSWIND		
15. TAXI		
16. PARKING / SECURE		



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FFS-3

PLANNED TIME: 04 HOURS

Accumulated Hours 12

Name of Trainee: _____ P- _____

LIC TYPE & NO _____ DATE: _____

INSTRUCTOR WILL INITIALIZE AT THE GATE.

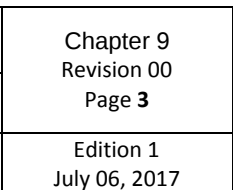
TRAINING EXERCISES	PF	PNF
1. PRELIMINARY COCKPIT PREPARATION		
2. COCKPIT PREPARATION		
3. APU TRIP		
4. EXTERNAL PNEUMATIC/ CROSS BLEED START		
5. TAKE OFF		
6. CRUISE / TCAS EVENT		
7. STALL		
8. UPSET RECOVERY		
9. EGPWS EVENT		
10. ILS – G/S FROM ABOVE		
11. LANDING		
12. INIT HOLDING POINT		
13. LINE UP – PRED WINDSHEAR		
14. TAKE OFF WINDSHEAR		



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TRAINING EXERCISES	PF	PNF
15. RADAR VECTORS		
16. ILS APPROACH		
17. WINDSHEAR / GO AROUND		
18. NPA VOR DME APP SELECTED		
19. 180 DEGREE TURN ON THE RUNWAY		
20. TAXI / LOSS OF BRAKING		
21. RESTORE		
22. PARKING / SECURE		



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FFS-4

PLANNED TIME: 04 HOURS

Accumulated Hours 16

Name of Trainee: _____ P- _____

LIC TYPE & NO _____ DATE: _____

INITIALIZATION AT HOLDING POINT

PRELIMINARY COCKPIT PREPARATION, AND COCKPIT PREPARATION
START AND AFTER START WILL BE DONE BY THE INSTRUCTOR.

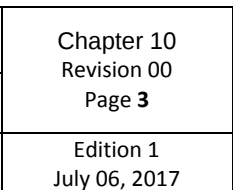
TRAINING EXERCISES	PF	PNF
1. TAKE OFF WIND SHEAR		
2. CLIMB ADR1 FAULT		
3. CRUISE FL 070		
4. ADR 2 FAULT		
5. ALTERNATE LAW		
6. STALL		
7. UPSET RECOVERY		
8. DESCENT		
9. ILS RAW DATA – DIRECT LAW		
10. LANDING		
INITIALIZATION AT FL 350		
11. EMERGENCY DESCENT TO FL 100 -RESTORE		
12. NPA VOR MANAGED		
13. LANDING		



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TRAINING EXERCISES	PF	PNF
INITIALIZATION AT HOLDING POINT		
14. TAKE OFF		
15. CLIMB NAV IR 3 FAULT		
16. NAV IR 2 DISCREPANCY		
17. SMOKE/FUME REMOVAL		
18. VISUAL LANDING		
19. EVACUATION		



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FFS-5

PLANNED TIME: 04 HOURS

Accumulated Hours 20

Name of Trainee: _____ P- _____

LIC TYPE & NO _____ DATE: _____

INITIALIZATION AT TAKEOFF

TRAINING EXERCISES	PF	PNF
1. PRELIMINARY COCKPIT PREPARATION		
2. COCKPIT PREPARATION		
3. ENGINE START MALFUNCTION		
4. RESTORE		
5. TAXI		
6. ENGINE FAIL AT TAKE OFF BETWEEN V1 AND V2		
7. ILS ONE ENGINE OUT		
8. LANDING ONE ENGINE OUT		
INITIALIZATION AT APPROACH		
9. ILS APPROACH		
10. GO AROUND – ENGINE STALL – DAMAGE		
11. CLEAN UP - FREEZE		
12. RESTORE		

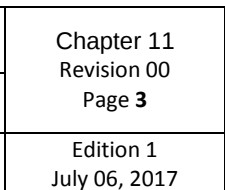




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TRAINING EXERCISES	PF	PNF
INITIALIZATION AT FL 350		
13. ALL ENGINE FLAME OUT		
14. RESTORE AFTER ONE ENGINE RELIGHT USING APU		
15. RADAR VECTORS		
16. NPA –VOR DME-SELECTED ONE ENGINE OUT		
INITIALIZATION AT HOLDING POINT		
17. G+Y SYSTEM LOW PRESSURE		
18. ILS DIRECT LAW		
19. LANDING with Flap/Slats Zero		



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FFS-6

PLANNED TIME: 04 HOURS

Accumulated Hours 24

Name of Trainee: _____ P- _____

LIC TYPE & NO _____ DATE: _____

INITIALIZATION AT THE GATE

TRAINING EXERCISES	PF	PNF
1. TRANSIT COCKPIT PREPARATION		
2. START MALFUNCTION		
3. RESET		
4. TAXI		
5. TAKE OFF		
6. TCAS EVENT		
7. CRUISE		
8. DESCENT		
9. ILS APP		
10. GO AROUND/ ENGINE FAIL		
11. CLEAN UP		
12. FREEZE/ RESET		
13. INITIALIZATION AT TAKE OFF		
14. TAKE OFF		
15. UNRELIABLE AIRSPEED		

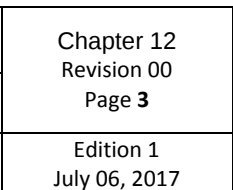




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TRAINING EXERCISES	PF	PNF
16. ILS		
17. LANDING		
INITIALIZATION AT TAKE OFF		
18. TAKE OFF		
19. ENGINE FAIL AT 100 KNOTS		
20. REJECTED TAKE OFF		
INITIALIZATION AT TAKE OFF		
21. TAKE OFF		
22. RA 2 FAULT AT 2000 FT		
23. RADAR VECTORS-4500 FEET RA 1 FAULT		
24. LOC ONLY APPROACH		
25. LANDING		



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FFS-7

PLANNED TIME: 04 HOURS

Accumulated Hours 28

Name of Trainee: _____ P- _____

LIC TYPE & NO _____ DATE: _____

**INSTRUCTOR WILL INITIALIZE AT THE GATE AND PERFORM QUICK
COCKPIT PREPARATION**

TRAINING EXERCISES	PF	PNF
1. START EMERGENCY		
2. RESTORE		
3. TAXI		
4. LOSS OF BRAKING		
5. RESTORE		
6. TAKE OFF		
7. ENGINE FAIL AT 100 KNOTS		
8. REJECTED TAKE OFF		
INITIALIZATION AT TAKE OFF POINT		
9. TAKE OFF		
10. TCAS EVENT		
11. STALL		
12. UPSET RECOVERY		

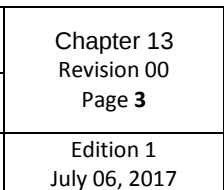




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TRAINING EXERCISES	PF	PNF
13. CLIMB TO FL 350		
14. BLEED FAULT DURING CLIMB		
15. APU BLEED USE		
16. PACK FAULT		
17. EMERGENCY DESCENT		
18. RNAV / GNSS NPA		
INITIALIZATION AT TAKE OFF POINT		
19. ENGINE FIRE AFTER V1		
20. VISUAL APPROACH		
21. LANDING		
22. EVACUATION		



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NAME OF INSTRUCTOR	SIGNATURE OF INSTR	SIGNATURE OF TRAINEE
		



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PROGRESS CHECK

FFS-8

PLANNED TIME: 04 HOURS

Accumulated Hours 32

Name of Trainee: _____ P- _____

LIC TYPE & NO _____ DATE: _____

INITIALIZATION AT THE GATE

TRAINING EXERCISES	PF	PNF
1. PRELIMINARY COCKPIT PREPARATION		
2. COCKPIT PREPARATION		
3. ENGINE HOT START		
4. AFTER START		
5. TAKE OFF – WINDSHEAR		
6. CLIMB TCAS EVENT		
7. CRUISE		
8. FUEL LEAK		
9. ENG SHUT DOWN		
10. NPA ONE ENG OUT LOC ONLY		
11. GO AROUND – RESTORE G/S		
12. ILS ONE ENG OUT		
13. LANDING ONE ENG OUT		
INITIALIZATION AT TAKE OFF – CROSSWIND 20 KNOTS		
14. ENGINE FAIL AFTER V1		
15. ILS ONE ENGINE OUT –CROSSWIND		

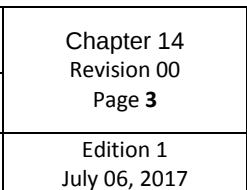




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TRAINING EXERCISES	PF	PNF
INITIALIZATION AT LINE UP		
16. TAKE OFF		
17. TCAS EVENT		
18. CLIMB FL350		
19. RAPID DECOMPRESSION		
20. EMERGENCY DESCENT		
21. NPA VOR MANAGED		
22. LANDING		
INITIALIZATION AT HOLDING POINT		
23. TAKE OFF		
24. ENGINE FIRE /UN EXTINGUISHABLE		
25. VISUAL APPROACH		
26. LANDING		
27. EVACUATION		
INITIALIZATION AT LINE UP		
28. TOGA TAKEOFF		
29. ENGINE FAIL BEFORE V1		
30. REJECT TAKE OFF		
31. TAXI BACK		
32. SECURE		



[illegible]

☐ Satisfactory ☐ Not Satisfactory		
NAME OF INSTRUCTOR	SIGNATURE OF INSTR	SIGNATURE OF TRAINEE
		



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15.0 LANDING TRAINING

15.0.1 Objectives

The purpose of the Landing Training is to prepare the trainee for Line Training and to enable him to become proficient in the Landing Technique in:

“Varying Wind Conditions”

Landing and going around in “Windshear”

Landing Technique on wet/contaminated runway

Recovery from “Bounced Landing”

Overweight Landing

Landing with One Engine Inoperative.

15.0.2 General

Simulator Instructor SFI / DCP ‘A’ will conduct the Landing Training One and half hour briefing in Simulator Briefing Room will precede Landing Training

The emphasis will be on crew COORDINATION throughout, with the minimum of distractions for flight profiles, enabling the trainee’s concentration to be focused on performing the necessary procedures.

15.0.3 Duration

Each trainee will receive two hours of Landing Training in Simulator before commencing Line Training.

Preparation

The trainee will be able to demonstrate his ability to perform all NORMAL PROCEDURES.

Although relevant, self study sections, are presented against each exercise, it is not possible to indicate every relevant write up in every manual, therefore the trainees are expected to study and understand related sections in the FCOM and especially in the FCTM, prior to Landing Training.



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NORMAL CHECKLIST responses will be used in the appropriate sequence during the training exercise.

15.0.4 Areas To Be Covered in Briefing

Normal procedures / checklist philosophy and use
Departure and Arrival briefings
Crew coordination
Use of AFS
Communications (ATC, CABIN CREW, GROUND CREW)

15.0.5 Trainees and Instructor must bring the following:

PF – PNF	Normal Checklist
	QRH
	Training Documentation
PF	FCTM & FCOM
PNF	FCTM & FCOM
SFI / DCP 'A'	FCTM – NORMAL CHECKLIST
	ABNORMAL /EMERGENCY CHECKLIST
	TRAINING POLICY & DOCUMENTATION
	LANDING TRAINING LESSON PLAN





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15.0.6 Lesson Plan

Pre Session Briefing	Effect of Head/Tail Wind on APPR (INCR/REDUCED ROD)			
	Wind Correction on Landing			
	Normal Landing Technique			
	X-WIND Landing Technique			
Weather				
Airport/Runway Condition				
Performance	TOM 64 T	CONFIG 2	CG-	

RANK & NAME	P-NO	DATE	PLANNED TRG TIME: 02:00 hrs	ACTUAL TRG TIME:
TRAINING OR CHECK AIRMAN NAME	SIGNATURE	TRAINEE'S SIGNATURE		
				



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PLANNED TIME: 02 HOURS

Name of Trainee: _____ P- _____

LIC TYPE & NO _____ DATE: _____

	NO. OF ATTEMPTS					RATING	
	1	2	3	4	5	PF	PNF
TOW (MEDIUM) 70T							
WIND:							
HEAD WINDS 10KTS							
HEAD WIND 20 KTS (STEADY)							
X-WIND (LEFT-45° 20 KTS (")							
X-WIND (RIGHT-45° 20 KTS (")							
X-WIND (90°) L or R 20 KTS (")							
X-WIND (90°) LEFT 30 KTS (")							
X-WIND (90°) RIGHT 30 KTS (")							
WIND SHEAR:							
VISUAL APPROACHES (USING PAPI)							
DISCONTINUED APPROACH							
BALKED LANDING							
BOUNCED LANDING							
SE APPROACH (#2 ENG FAIL)							
X-WIND (90°) LEFT							
SE APP (#1 ENG FAIL)							
X-WIND (90°) RIGHT							
EXTRA LANDINGS							
TOW (LIGHT) 64 T							
HEAD WIND 10 KTS							
TOW (HEAVY) 77 T							
HEAD WIND 10 KTS							





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Note:

1. Each landing will be marked with a “/” (slash)
2. At least twelve (12) specific landings (to be marked in the clear boxes) with extra SEVEN (7) additional (if required) practice landings (to be marked in the boxes) are allowed, and will be practiced. All these landings are catered for in the two hour Landing Training.
3. Usually the number of landings provided in the clear boxes are sufficient for a crew member to achieve a satisfactory standard.
4. If the number of Landings to achieve a satisfactory standard “Over Flow” into the boxes marked “X”, they shall be accordingly marked.



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	CAT-II/III/LVP SIMULATOR TRAINING	Edition 1 July 06, 2017

16.0 OBJECTIVE:

The objective of CAT II /CAT III operations is to provide a level of safety when landing in low visibility conditions, equivalent to that of normal operating conditions. Category II/ Category III constitutes the main part of All weather Operations, which also consists of Cat II take off and landing in low visibility conditions. It is the most effective way in which an airline can maintain its schedule throughout the year without any diversions due to weather.

16.1 ELEMENT AND DURATION:

A briefing of one and a half hour will precede the SIM CAT II/CAT-III training by the DCP 'A' considered as the Ground Training.

16.2 GENERAL:

The simulator instructor will conduct the low visibility operation briefing in the simulator briefing room.

A thorough and comprehensive briefing will reduce the need for coaching during FFS session. If there is a need for extensive instruction during the exercise, the simulator should be frozen and released after the instruction is completed.

At the end of each session, de briefing will be conducted.

The emphasis will be on crew coordination.

Approval for CAT II/CAT III operation is dependent on four elements in order to maintain the required level of safety

- a) The aircraft
- b) The airfield
- c) The flight crew
- d) The operator



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16.3 LOW VISIBILITY TAKEOFF (LVTO):

Take off with RVR less than 400m is considered LVTO.

When weather conditions are more severe than the landing minima, a takeoff alternate is normally required within one hour at one engine inoperative speed in no wind condition/still air.

The minimum RVR is a function of the aircraft category and of the runway equipment in no wind / still air. A320 is of category C (distance 340 NM).

16.4 CAT-II Definition (ICAO):

A category II approach is a precision instrument approach and landing with decision height lower than 200ft but not less than 100ft and a runway visual range not less than 350m.

16.5 CAT-III Definition:

A CAT III operation is a precision approach at lower than CAT II minima.

CAT III is divided in three sub categories

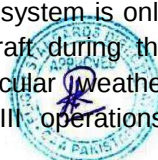
16.5.1 CAT-IIla: A precision instrument approach and landing with no decision height or a decision height lower than 100ft (30m) and a runway visual range not less than 700ft (200m).

16.5.2 CAT-IIlb: A precision instrument approach and landing with no decision height or a decision height lower than 50ft (15m) and a runway visual range less than 700ft (200m), but not less than 150ft (50m). For JAA the runway visual range should not be less than 250ft (75m).

16.5.3 CAT-IIlc: A precision instrument approach and landing with no decision height and no runway visual range.

16.6 AUTO LANDING

Automatic landing is not CAT III. An automatic landing system is only an equipment providing automatic control of the aircraft during the approach and landing and is not related to particular weather conditions. This system is mandatory for all CAT III operations.



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However, it is a common practice to perform automatic landing in good visibility but in that case the ILS performance must be sufficient and ILS signals protected.

16.7 FAIL PASSIVE AUTOMATIC PASSIVE SYSTEM

An automatic landing system is fail-passive if, in the event of a failure, there is no significant out-of-trim condition or deviation of flight path or attitude but landing is not completed automatically. For a fail-passive automatic landing system the pilot assumes control of the aircraft after a failure.

On Airbus aircraft since the A320, fail-passive capability is announced by the display of **CAT 3 SINGLE** on the PFD.

16.8 FAIL OPERATIONAL AUTOMATIC LANDING SYSTEM

An automatic landing system is fail-operational if, in the event of a failure below alert height, the approach, the failure and landing can be completed by the remaining part of the automatic system. In the event of failure, the automatic landing system will operate as a fail-passive system.

On Airbus aircraft since the A320, fail operational capability is announced by the display of **CAT 3 DUAL** on the PFD.

16.9 DECISION HEIGHT AND ALERT HEIGHT

In CAT II / CAT III operations, two different heights are defined

16.9.1 DECISION HEIGHT (DH):

Decision height is the wheel height above the runway elevation by which a go around must be initiated unless adequate visual reference has been established, and aircraft position and approach path have been assessed as satisfactory to continue the approach and landing in safety.



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16.9.2 VISUAL REFERENCE AT DH:

As the term adequate visual reference could be differently interpreted, JAA has defined criteria for CAT II and CAT III for visual reference at DH. For CAT II and CAT III A, a pilot may not continue the approach below DH unless a visual reference containing not less than a 3 light segment of the centerline of the approach lights or runway centerline or touchdown zone lights or runway edge lights is obtained. For CAT III B the visual reference must contain at least one centerline light.

16.10 ALERT HEIGHT (AH):

An alert height is a height above the runway, based on the characteristics of the aeroplane and its fail operational automatic landing system, above which a Category III approach would be discontinued and a missed approach initiated if a failure occurred in one of the redundant parts of the automatic landing system or in the relevant ground equipment.

In other AH definitions, it is generally stated that if a failure occurred below the Alert Height, it would be ignored and the approach continued except if AUTOLAND warning is triggered. The AH concept is relevant when CAT 3 DUAL is displayed on FMA. Alert height is 100 ft for A320.

16.11 MINIMUM APPROACH BREAK OFF HEIGHT:

The minimum approach break off height (MABH) is the lowest height above the ground measured by radio altimeter, such that if a missed approach is initiated without external references

- In normal operations, the aircraft does not touch the ground during the procedure
- With an engine failure during a missed approach, it can be demonstrated that taking this failure probability, an accident is extremely improbable.



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16.12 METHODOLOGY:

The instructors must highlight the following during the training.

- a) Checks of satisfactory functioning of equipment, both on the ground and in flight.
- b) Effect on minima caused by changes in the status of ground installations.
- c) Monitoring of automatic flight control systems and auto land status annunciators with emphasis on the action to be taken in the event of failures of such systems.
- d) Actions to be taken in the event of failures such as engines, electrical systems, hydraulics of flight control systems.
- e) The effect of unserviceabilities and use of minimum equipment lists.
- f) Guidance on the visual cues required at DH together with information on maximum deviation allowed from glide path or localizer.
- g) The importance and significance of AH (if applicable).
- h) Crew Incapacitation Procedures.

FOR DETAILED STUDY PLEASE REFER TO THE ALL WEATHER OPERATIONS A320.



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CAT-III/LVP

(01:30 HRS PER TRAINEE)

TRAINING EXERCISES	PF	PNF
INITIAL TAKE OFF		
1. Cockpit preparation by instructor		
2. Engines running fuel freeze		
3. Take off fog patches – follow yaw bar		
4. Radar vectors CAT II briefing		
5. Approach - 2APs		
6. Freeze at 150 ft review visual segment seat position - release		
7. Freeze at 100ft review visual segment seat position -release		
8. Auto land		
INITIAL TAKE OFF (Fuel Freeze)		
9. Take off Fog patches		
10. Rejected Take Off (one engine fail above 100kts) restore		
11. Take off Engine Fail after V1 (Between V1 and V2)		
12. Approach – 2APs and 2FDs – ELEC or HYD failure - go around		
INITIAL TAKEOFF (Fuel Freeze)		
13. Take off radar vectors downwind		
14. Standby horizon flag Reset (above 1000ft)		
15. Approach 2APs - DH 100ft		
16. Loss of LOC transmitter at 200ft AUTOLAND warning – go-around - restore		



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TRAINING EXERCISES	PF	PNF
17. Approach 2APs, DH 100 FT – 1 ATHR only		
18. Approach 2APs, DH 100 ft engine failure below 100 ft land		
19. Approach 2AP DH 100 ft ATT warning at 200ft (or 2 Radio Altimeter Failure)		
20. Manual go around (using standby horizon, if necessary)		
21. Approach 2APs, DH 100ft		
22. Approach 2APs, DH 100 ft landing with failures & reversion to higher minimums.		
23. CM1 incapacitation above DH go around		
24. Auto land with DH 100 ft		



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EVALUATION FFS CAT III/LVP (00:30 Hours per Trainee)

TRAINING EXERCISES	PF	PNF
INITIAL TAKE OFF		
1. Cockpit preparation by instructor		
2. Engine running (fuel freeze)		
3. Take off radar vectors briefing (CAT-II)		
4. Approach 2APs DH 100 ft no visual contact go around radar vectors Downwind		
5. Approach 2APs DH 100 ft, visual contact autoland		
6. Take off FOG patches		
7. Approach 2APs DH 100ft		
8. Engine fail above 200 feet, go around		
9. Approach 2 APs, DH 100 ft - ATHR only		
10. Remaining ATHR fail at 500 feet		
11. Autoland		



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CAT III

(01:30 HRS PER TRAINEE)

TRAINING EXERCISES	PF	PNF
INITIAL TAKE OFF		
1. Cockpit preparation by instructor		
2. Engines running fuel freeze		
3. Take off		
4. Holding CATIII briefing		
5. Approach CAT III DUAL		
6. Review visual segment – seat position		
7. DH 50 ft - freeze at 50 ft – RVR 200m		
8. DH 20 ft – freeze at 20 ft – RVR 125m		
9. Autoland		
10. Take off Fog patches follow yaw bar		
11. Approach above 1000ft		
12. Review loss of ILS transmitter		
13. Review loss of ILS receiver		
14. Review loss of radio altimeter		
15. Review loss of standby horizon		
16. Review instrument failures		
17. Autoland		
18. Take off Fog patches		
19. Engine failure above 100 kts		
20. Rejected take off		



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TRAINING EXERCISES	PF	PNF
21. Take off (engine failure between V1 and V2)		
22. Initial Approach		
23. Take off		
24. Approach CAT III DUAL DH 20 ft		
25. ATT warning at 100 ft		
26. Go around using stand by horizon		
27. Approach CAT III DUAL - ILS performance degraded		
28. Engine failure at 200ft – go around – clean up		
29. Approach CAT III SINGLE DH 50 ft		
30. Auto pilot disconnect at 50 ft – go around		
31. Approach CAT III DUAL- CM1 incapacitation – CM2 go around		
32. Approach CAT III DUAL DH 50 ft		
33. Both Radio altimeter fail at 100ft – go around.		
34. Approach CAT III DUAL DH 50ft – engine fail below 100ft		
35. Autoland		



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EVALUATION FFS CAT III (00:30 Hours per Trainee)

TRAINING EXERCISES	PF	PNF
INITIAL TAKE OFF		
1. Cockpit preparation by instructor		
2. Engines running fuel freeze		
3. Take off		
4. Holding CATIII briefing		
5. APPROACH - 2AP - DH 50ft – No Visual contact		
6. Go around – radar vectors		
7. Approach – 2AP – NO DH		
8. AUTO LAND		
9. Take off Fog patches		
10. Engine fail before Approach		
11. Approach – 2APs-DH 50ft		
12. Go around		
13. Approach – 2APs - DH 50ft		
14. Visual contact - Autoland		
15. Roll out fault.		



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