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CHAPTER 17: A-320 TRAINING SYLLABI:

17.0 TRANSITION TRAINING

17.0.1 TYPE TECHNICAL GROUND COURSE

OBJECTIVE:

The primary object of the LMS program is to provide flight crew members with the necessary knowledge for understanding the basic functions of aircraft systems, the use of individual system components, integration of the aircraft systems, the understanding, application, performance and the procedures on the use of safety equipment.

Upon completion of the CBT program (LMS), the trainee will be sufficiently prepared to enter the FBS/FFS Training.

ELEMENTS:

This training will consist of the followings:

- Computer based training (CBT) program utilizing Learning Management System
- Fixed Based Simulator (FBS) Training
- Full Flight Simulator (FFS) Training
- Low Visibility Operations - Cat-I Training
- Landing Training
- Line Training

DOCUMENTATION:

1. Flight Crew Operating Manual
2. Checklists Normal / Abnormal (QRH)
3. Flight Crew Training Manual
4. Minimum Equipment List
5. Weight and Balance
6. TCAS II Booklet
7. Operations Engineering Technical Bulletin / Operations Engineering Information Bulletin.

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17.0.1.1 CBT PROGRAM (LMS):

OBJECTIVE:

The primary object of the LMS program is to provide flight crew members with the necessary knowledge for understanding the basic functions of aircraft systems, the use of individual system components, integration of the aircraft systems, the understanding, application, performance and the procedures on the use of safety equipment.

Upon completion of the CBT program (LMS), the trainee will be sufficiently prepared to enter the FBS/FFS Training.

17.0.1.2 INSTRUCTOR QUALIFICATION

This Training will be supervised/conducted by the qualified Instructors as defined by the PCAA for assisting the pilots and supplementing through lectures when required either through distance learning or classroom training.

17.0.1.3 TRAINING AIDS:

The following Training Aids will be used in this Training Program:

- Personal Laptop/Computer/I Pad and a student account on LMS
- Transparencies where necessary Cockpit illustration panel charts
- Projector (if required)
- White Board / Marker, Pens

17.0.1.4 COURSE DURATION:

The duration of the training program is 20 working days (14 Days on LMS, Day 15 Exam & Review on LMS in classroom, Day 16 Takeoff Performance in classroom, Day 17 Flexible Takeoff (NavBlue) classroom/online, Day 18 Performance NavBlue classroom/online Day 19/20 SEP in classroom).

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17.0.1.5 DAY WISE COURSE BREAKUP:

Each system will be covered through a Computer Based Training (LMS) presentation covering following topics:

- Controls and Indicators
- System Description and Schematic
- Normal and non-normal procedures
- Supplementary procedures
- MEL provisions and DDG procedures

Chapter 17 Table 1

DAY	TOPICS		MODE
Day 1	Aircraft General - Doors	- Lights - Cockpit Windows	LMS
Day 2	ECAM - Description - Indications on E/WD, SD - Sequence - Advisory Table	- Use of Summaries - OEB Reminder - Controls - Emergency/Abnormal Procedures	LMS
Day 3	Electrical - General Description - Generation of Electrical Power - Operations	- Abnormal Configurations - Control and Indicators - Emergency/Abnormal Procedures	LMS
Day 4	Pneumatics - General Description - Engine Bleed System - APU Bleed Air Supply - Cross Bleed - Leak Detection - Operation Following Failures - Control and Indicators	- Emergency/Abnormal Procedures Air conditioning - General Description - Main Components - Temperature and Flow Regulations - System Operation under failure conditions - Emergency/Abnormal Procedures	LMS

DAY	TOPICS		MODE
Day 5	Pressurization - General Description - Main components - Automatic Operation - Manual Operation - Ditching - Control and Indicators - Emergency/Abnormal Procedures Ventilation	- General Description - Main components - Avionics Normal operation - Avionics abnormal operation - Battery - Lavatory and Galley - Control and Indicators - Emergency/Abnormal Procedures	LMS
Day 6	Fuel - General Description - Tanks - Main components - Engine Feed - APU Feed - Recirculation system - Refueling & Defueling - Fuel Quantity Indication system - Emergency / Abnormal Procedures	Ice & Rain Protection - General Description - Wing Anti Ice - Engine Anti Ice - Window Heat - Probes Heat - Rain Removal - Ice Detection System - Control and Indicators - Emergency/Abnormal Procedures	LMS
Day 7	Hydraulics - General Description - Generation - Distribution - Control and Indicators - Emergency/Abnormal Procedures	Landing Gear - System Interface - Interaction between Landing Gear & Aircraft System - Nose Wheel Steering - Brake & Anti Skid - Emergency/Abnormal Procedures	LMS
Day 8	Power Plant - General Description - Generation - FADEC - Thrust control system - Distribution	- Fuel System - Oil System - Air Bleed System - Thrust Reverser System - Ignition and Starting System - Emergency/Abnormal Procedures	LMS
Day 9	Navigation	- Radio Navigation	LMS

DAY	TOPICS		MODE
	- ADIRS Description - GPS Description - Standby Instruments	- Radio Altimeter - Control & Indicators - Emergency / Abnormal Procedures	
Day 10	Fire Protection - General Description - Engine & APU - Avionics Bay - Lavatory - Cargo Compartment - Control and Indicators - Emergency/Abnormal Procedures	APU - General Description - Main Components - Control & Indicators - Emergency / Abnormal Procedures - Brake & Anti Skid - Emergency/Abnormal Procedures	LMS
Day 11	Flight Controls - General Description - Basic Principle - Control Surfaces - Computer Architecture - Pitch Control - Roll Control - Speed Brakes & Ground Spoilers	- Yaw Control - Flight Control System Normal Law - General Description - Pitch mode (Ground Mode, Flight Mode, Flare Mode) - Lateral Control (Normal Law) - Sideslip Target - Aircraft Trimming	LMS
Day 12	Flight Controls - Protection - Flight Control Law Reconfiguration - Alternate Law - Alternate Law without Reduced Protection - Direct Law	- Abnormal Attitude Law - Mechanical Back-Up - Stick Stick - Flaps & Slats - Control & Indications - Emergency & Abnormal Procedures	LMS
Day 13	Electronic Flight Instrument System (EFIS) - General Description - Indications on PFD	- Indications on ND - EFIS Controls - Clocks - Control & Indicators - Flight Recorders	LMS
Day 14	Auto Flight - System Presentation	- Flight Management - Operation Rules	LMS

DAY	TOPICS		MODE
	- Flight Control Unit - Flight Mode Annunciator - Auto Thrust	- Guidance Principles - Emergency & Abnormal Procedures	
Day 15	- Exam	- Review	LMS
Day 16	Takeoff Performance		Classroom
Day 17	Flexible Take off (NavBlue)		Classroom /Online
Day 18	Climb Performance Cruise Performance Holding Performance Descent Performance NavBlue	Go Around Performance Flight Planning One Engine Inoperative Performance	Classroom /Online
Day 19	SEP		Classroom
Day 20	SEP		Classroom

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17.1 TRANSITION TRAINING SIMULATOR

17.1.1 FIX BASED SIMULATOR (FBS)

17.1.1.1 FBS 01

FBS: 01	TIME: 4 Hours
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 & ARM REST ADJUSTMENT		
2. FLIGHT DECK LIGHTING		
3. FLY SMART USE		
4. FMGS PRESENTATION		
5. NORMAL TASK SHARING & BRIEFING		
6. EFIS & FCU		
7. PRELIMINARY COCKPIT PREPARATION		
8. COCKPIT PREPARATION		
9. FMS PREPARATION		
10. BEFORE PUSH BACK		
11. ENGINE START		
12. AFTER START		
13. TAXI		
14. TAKE-OFF		
15. CLIMB FL250		
16. DIRECT TO FUNCTION		
17. CRUISE		
18. CRUISE FMA REVIEW		
19. DESCENT PREPARATION		
20. DESCEND TO 3000.		

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TRAINING EXERCISES	PF	PNF
21. ILS APPROACH R/W 25L OPKC		
22. GO AROUND AT MINIMUM		
23. REPOSITION ILS 25L OPKC		
24. DIVERSION TO ALTERNATE OPNH		
25. ILS APP		
26. AUTOLAND		
27. AFTER LANDING		
28. PARKING		
29. SECURE		

Instructor's Comments

NAME OF INSTRUCTOR	SIGNATURE OF INSTR	SIGNATURE OF TRAINEE



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17.1.1.2 FBS 02

FBS: 02

Name of trainee: _____

P- _____

LIC TYPE & NO _____

Date: _____

TIME: 4 Hours

TRAINING EXERCISES	PF	PNF
1. FCU & AUTO FLT SYSTEM INTRODUCTION		
2. DISCUSSION OF AUTO FLIGHT MODES AND AUTO THRUST		
3. TRANSIT COCKPIT PREPARATION		
4. SYSTEM DISPLAY (SD) PAGES REVIEW		
5. GROUND SPEED MINI		
6. STANDARD CALLS & EMERGENCY BRIEFING		
7. INTRODUCTION TO NORMAL PROCEDURES		
8. FMS PREPARATION		
9. BEFORE PUSH BACK		
10. ENGINE START		
11. AFTER START		
12. TAXI		
13. TAKE-OFF		
14. CLIMB FL250		
15. DIRECT TO FUNCTION		
16. CRUISE		
17. CRUISE FMA REVIEW		
18. DESCENT PREPARATION		
19. DESCEND TO 3000.		
20. ILS APPROACH R/W 25L OPKC (EARLY STABILIZE)		



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17.1.1.1 FBS 03

FBS: 03 Name of trainee: _____ LIC TYPE & NO _____	TIME: 4 Hours P- _____ Date: _____
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INSTRUCTOR WILL INITIALIZE AT THE GATE

TRAINING EXERCISES	PF	PNF
1. ECAM PHILOSOPHY & HANDLING		
2. MEL USE & EQRH		
3. ABNORMAL TASK SHARING		
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. AC BUS 2 FAULT		
11. BLEED FAULT		
12. GEN FAULT		
13. HYD G LOW LEVEL		
14. DESCENT PREPARATION		
15. FMGS SET -UP		
16. ILS APP		
17. AUTO LAND		
18. AFTER LANDING		
19. PARKING		
20. SECURING A/C		



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17.1.1.4 FBS 04

INSTRUCTOR WILL INITIALIZE AT THE GATE AND PERFORM QUICK COCKPIT

FBS: 04	TIME: 4 Hours
Name of trainee: _____	P- _____
LIC TYPE & NO _____	Date: _____

PREPARATION

TRAINING EXERCISES	PF	PNF
1. CROSS REFERENCE TABLE (NPA/RNAV)		
2. SUPP PROCEDURE & TASK SHARING		
3. ENG START WITH AIR STARTER/CROSS BLEED		
4. T/O – PARKING BRAKE ON WITH T/O THRUST		
5. CLIMB 9000ft SYSTEM PAGES REVIEW		
6. DISPLAY UNIT FAIL-Restore		
7. ELEC DC BUS FAULT-Restore		
8. CAB PRESS SYS1 FAULT then CAB PRESS SYS2 FAULT-Restore.		
9. HYD B RSVR OVHT		
10. APU FIRE-Restore		
11. ECAM ADVISORY (IDG OVERHEAT/CPC)		
12. ENG FIRE-Restore		
13. AFT CARGO SMOKE-Restore		
14. AIR L WING BLEED LEAK-Restore		
15. NAV ADR 2+3 FAULT-Restore		
16. DESCENT PREPARATION		
17. FLT/CTL (WTB ON) SLATS LOCKED-Restore		
18. FLT/CTL FLAPS FAULT-Restore		
19. NPA (RNP 25L FINAL APP)		
20. AROUND		
21. ILS AUTOLAND		

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17.1.1.5 FBS 05

FBS: 05 Name of trainee: _____ LIC TYPE & NO _____	TIME: 4 Hours P- _____ Date: _____
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INSTRUCTOR WILL INITIALIZE AT THE GATE

TRAINING EXERCISES	PF	PNF
1. COCKPIT PREPARATION		
2. ENGINE START/ENGINE 2 START FAULT-HOT START		
3. ENGINE 2 MANUAL START/AFTER START		
4. TAXI/BEFORE TAKE OFF		
5. TAKE OFF ENG FAIL AFTER V1 (AFTER A/P ON)		
6. RESTART		
7. ECAM MANAGEMENT		
8. CAB PR SYS 1 FAULT		
9. CAB PR SYS 1+2 FAULT		
10. MANUAL PRESSURIZATION		
11. EMERGENCY DESCENT (HIGH SPEED)		
12. FL100 ENG FIRE		
RE POSITION ON GROUND		
13. SINGLE ENG ILS AUTO LAND		
14. TAKE OFF		
15. NPA LOC/FPA		
16. FLAPS LOCKED		
17. GO AROUND FREEZE		
18. RESTORE		
19. ILS AUTOLAND		



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PROGRESS CHECK

17.1.1.1 FBS 06

FBS: 06 Name of trainee: _____ LIC TYPE & NO _____	TIME: 4 Hours P- _____ Date: _____
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INSTRUCTOR WILL INITIALIZE AT THE GATE.

TRAINING EXERCISES	PF	PNF
1. COCKPIT PREPARATION		
2. BEFORE START/ENG START		
3. HUNG START / ENGINE START FAULT		
4. RESTORE		
5. NORMAL START		
6. AFTER START		
7. TAXI AND BEFORE TAKE OFF		
8. TAKE OFF FLAPS FAULT (WTB) RESTORE		
9. DUAL HYDRAULIC FAILURE (G+B) RESTORE		
10. NPA VOR/DME (NAV/FPA)		
11. GO AROUND (ENG FAIL DURING G/A)		
12. FL 350 STRUCTURAL DAMAGE		
13. EMERGENCY DESCENT		
14. RESTORE		
INITIALIZE AT FL 350		
15. EMERGENCY DESCENT - NO DAMAGE		
16. ILS 25L (ENG FIRE 1000 AGL)		
17. LANDING		
18. EVACUATION		

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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).

Instructor's Comments

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

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17.1.2 FFS

17.1.2.1 FFS 01

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.

FFS: 01 Name of trainee: _____ LIC TYPE & NO _____	TIME: 4 Hours P- _____ Date: _____
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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		
INITIALIZE AT HOLDING POINT		
15. TAKE OFF		
16. VISUAL PATTERN		
17. LANDING		

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TRAINING EXERCISES	PF	PNF
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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17.1.2.2 FFS 02

FFS: 02 Name of trainee: _____ LIC TYPE & NO _____	TIME: 4 Hours P- _____ Date: _____
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INSTRUCTOR WILL INITIALIZE AT THE GATE.

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

17.1.2.3 FFS 03

FFS: 03

Name of trainee: _____

TIME: 4 Hours
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. UPRT		
9. EGPWS EVENT		
10. ILS – G/S FROM ABOVE		
11. LANDING		
12. INIT HOLDING POINT		
13. LINE UP – PRED WINDSHEAR		
14. TAKE OFF WINDSHEAR		
15. RADAR VECTORS		
16. ILS APPROACH		
17. WINDSHEAR / GO AROUND		
18. NPA RNP NAV/FPA		
19. 180 DEGREE TURN ON THE RUNWAY		
20. TAXI / LOSS OF BRAKING		
21. RESTORE		
22. PARKING / SECURE		



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Instructor's Comments

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7.1.2.4 FFS 04

FFS: 04 Name of trainee: _____ LIC TYPE & NO _____	TIME: 4 Hours P- _____ Date: _____
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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		
11. EMERGENCY DESCENT TO FL 100 -RESTORE		
12. NPA VOR MANAGED		
13. LANDING		
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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17.1.2.5 FFS 05

FFS: 05

Name of trainee: _____

TIME: 4 Hours

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		
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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17.1.2.6 FFS 06

FFS: 06	TIME: 4 Hours
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		
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		



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TRAINING EXERCISES	PF	PNF
21. TAKE OFF		
22. RA 2 FAULT AT 2000 FT		
23. RADAR VECTORS-4500 FEET RA 1 FAULT		
24. LOC ONLY APPROACH		
25. LANDING		

Instructor's Comments

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17.1.2.7 FFS 07 – Pre-Rating

FFS: 07 Name of trainee: _____ LIC TYPE & NO _____	TIME: 4 Hours P- _____ Date: _____
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INSTRUCTOR WILL INITIALIZE AT THE GATE AND PERFORM QUICK COCKPIT PREPARATION

TRAINING EXERCISES	PF	PNF
1. START MALFUNCTION		
2. TAXI		
3. LOSS OF BRAKING		
4. TAKE OFF		
5. ENGINE FAIL AT 100 KNOTS		
6. REJECTED TAKE OFF		
INITIALIZATION AT TAKE OFF POINT		
7. TAKE OFF		
8. PILOT INCAPACITATION (FO)		
9. WINDSHEAR		
10. TCAS EVENT		
11. STALL		
12. UPRT		
13. EGPWS EVENT		
14. CLIMB TO FL 350		
15. EMERGENCY DECENT HIGH SPEED (FO)		
16. EMERGENCY DECENT LOW SPEED (CAPTAIN)		
17. FL 100 ENG FIRE		
18. SE NPA – RNAV (CAPTAIN)		
19. SE NPA – LOC/FPA (FO)		
20. DESTABILIZE SE GO AROUND		
21. RE-POSITION TAKEOFF POINT		

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TRAINING EXERCISES	PF	PNF
22. ENGINE FIRE AFTER V1		
23. ENG FAIL AFTER V1		
24. LANDING		
25. EVACUATION		

Instructor's Comments

NAME OF INSTRUCTOR	SIGNATURE OF INSTR	SIGNATURE OF TRAINEE

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PROGRESS CHECK

17.1.2.8 FFS 08

FFS: 08 Name of trainee: _____ LIC TYPE & NO _____	TIME: 4 Hours P- _____ Date: _____
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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		

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		



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17.1.2.9 FFS 9 LANDING TRAINING/RECOGNITION OF UNSTABLE APPROACHES AND RECOVERY

17.1.2.9.1 LANDING TRAINING

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
- Landing from "Steep" or "Shallow" Approaches (GS interception from above)
- Recovery from "Bounced Landing" and or Balked landing
- Overweight Landing
- Landing with One Engine Inoperative.

General

- I. Simulator Instructor (**SFI /SFE**) will conduct the Landing Training
- II. One and half hour briefing in Simulator Briefing Room will precede Landing Training
- III. 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

Duration

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

(in case of landing training and unstable approach practice session together, 6 hours session shall be planned)

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

RHS training for captains on following items:

- Takeoff Engine Failure at V1
- ILS approach single engine
- Single Engine go around
- Single Engine ILS APP & landing/evacuation

Instructor will provide take off and landing data.

Areas To Be Covered in Briefing

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

Trainees and Instructor must bring the following:

Trainees	Updated and fully charged I pad
	Training Documentation (hard copies of syllabus)
SFI / SFE	Updated and fully charged I pad

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17.1.2.9.2 RECOGNITION OF UNSTABLE APPROACHES AND RECOVERY

OBJECTIVES

This training is to imbed the concept of different energy states and its impact on stable approach. Any attempt to correct unstable approach ceases at 1000 ft AAL. Go-around becomes mandatory then. **Different situations including visual approaches, steep slope approaches, speed restrictions on finals etc shall be practiced**

DURATION

One hour per trainee.

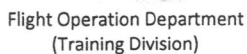
(in case of landing training and unstable approach practice session together, 6 hours session shall be planned)

GUIDELINES TO INSTRUCTOR

This briefing and training can be carried out together with the landing session or separately

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		
	Recovery from Balked/bounced landing		
	Glide interception from above		
	Visual approach maneuver (example of OPQT to be simulated for both runway ends)		
	At instructor's discretion		
Weather			
Airport/Runway Condition	At instructor's discretion		
Performance	TOM 64 T	CONFIG 2	CG-



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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
<u>TOW (MEDIUM) 70T</u>							
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:							
<u>VISUAL APP CIRCLE TO LAND OPQT</u>							
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							
<u>TOW (LIGHT) 64 T</u>							
HEAD WIND 10 KTS							
HEAD WIND 10 KTS							

Note:

- Each landing will be marked with a "/" (slash)
- 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.
- Usually the number of landings provided in the clear boxes are sufficient for a crew member to achieve a satisfactory standard.
- 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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DATE: _____

CAPT./FO : _____ P-NO: _____ AIRCRAFT: _____

Type of License & No. _____ Duration of Training **01Hours/trainee**

1. **Recognition** of development of UA through.

a) Knowing and understanding the appropriate parameters and tolerances

associated with an approach (**STABILIZED APPROACH CRITERIA**).

b) The dynamics involved e.g.; ATC, Fatigue Factor, Hurry Syndrome,

Weather. Any malfunctions or abnormality.

c) Infringement of applicable tolerances necessitating a Go- Around.

2. **Controlling** a situation developing into a UA through manipulating aircraft controls or notifying ATC of company policy on stabilized approach.

3. **Action** necessitating a Go Around is the final step. A non-punitive time-honored maneuver which saves lives.

a) A It is essential to acknowledge the fact that all maneuvers required to control an unstable approach has a lower limit of 1000 feet AAL.

b) Practice Balked/**Bounced** Landing

APPROACHES	WIND EFFECT	ATC RESTRICTIONS	MALFUNCTION	TOPOGRAPHIC EFFECTS
ILS,RNP,VISUAL	Wind Shear, Tail to head and vice versa Micro burst	180 KT till 8 NM 160 KT till 4 NM Delayed Descend clearance	Flaps) Flap Asymmetry	Effect of mountain wave and or valley winds

Filling Instructions: Approach types and rest of the other scenarios must be filled in above table.

Comments & Signature of SFI/SFE _____

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17.1.2.10 FFS 10 CAT II / CAT III OPERATIONS

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.

ELEMENT AND DURATION:

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

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

- The aircraft
- The airfield
- The flight crew
- The operator

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.

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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).

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.

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

CAT-IIIa: 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).

CAT-IIIb: 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).

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

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. 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.

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.

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

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.

DECISION HEIGHT AND ALERT HEIGHT

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

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.

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.

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.

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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.

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.

METHODOLOGY:

The instructors must highlight the following during the training.

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

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

CAT-II/LVP

(02:00 HRS PER SET WITH PROPER CREW COMPLEMENT)

01:30 HOURS TRAINING & 00:30 HOURS EVALUATION

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		
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 II/LVP (00:30 Hours per Set)

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		

CAT III

(02:00 HRS PER SET WITH PROPER CREW COMPLEMENT)

01:30 HOURS TRAINING & 00:30 HOURS EVALUATION

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		

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		

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.		