

		A-320 RECURRENT SIMULATOR TRAINING SYLLABUS OPKC-OPLA (OPKC)		Doc. No.F/TRG/01-D01/B3-1 Dated: August 20, 2019		Edition 02 Revision 00	
FLIGHT OPERATIONS TRAINING DIVISION			SYLLABUS "ALPHA" (JAN -JUN)		DAY- 1 (Training Session)		
NAME:			P.NO:		CREW POSITION ☐ CAPT ☐ F/O ☐ I.P		
DATE		LOCATION		TOTAL SESSION TIME 04:00 HOURS		TIME PF TIME PNF	
AIRCRAFT DATA							
ZERO FUEL WT	56000 KGS	ZFW CG	32%	THRUST REDUCTION		1000 FT	
		TAKE OFF CG	30%				
TOTAL FUEL	10000 KGS	TAKEOFF FLAPS	CONFIG 2	ACC HEIGHT 2/1 ENG		3000/ 1500 FT	
TAKEOFF WT	66000 KGS	CRUISE ALTITUDE	FL330	TAKEOFF THRUST		FLEX 58°C	
RESERVE FUEL	_____ KGS	COST INDEX	30	MEL ITEMS		Instructor's Discretion	
SESSION DATA AND WEATHER							
DEPARTURE AIRPORT		ICAO CODE OPKC		RUNWAY IN USE 25L		BRAKING ACTION GOOD	
WEATHER: INSTRUCTOR'S DISCRETION <u>Takeoff not authorized:</u> All freezing drizzle/freezing rain/Heavy wet snow, standing water, slush or wet snow exceeds 3 mm (1/2 inch) on the runway.							
ATC: OPKC BADU1D BADUL J112 LEMOM LEMO2A OPLA							
DESTINATION AIRPORT		ICAO CODE OPLA		RUNWAY IN USE 36R		BRAKING ACTION MEDIUM	
WEATHER: INSTRUCTOR'S DISCRETION							
ALTERNATE AIRPORT		ICAO CODE OPKC		RUNWAY IN USE 25L		BRAKING ACTION GOOD	
ATC: OPLA LEMO4B LEMOM J112 NH NH2A OPKC							
SESSION OBJECTIVE							
1. This flight profile includes those procedures and maneuvers that can be practiced to improve skill level in a simulator. The sequence and maneuvers / exercises may be changed and selected at the discretion of the Check Pilot.							
2. The instructor will provide appropriate instruction;; weather information and air traffic clearances, as far as possible conduct the flight on a real time basis							
3. Simulator system faults will be removed after full stop landing.							
4. The crew will be expected to respond to instructions and situations as they would on line flight, and to use flight deck resources available (autopilot, auto thrust etc.) unless specifically restricted by the instructor.							
5. Command qualities and crew co-ordination are part of the desired learning outcome .							
6. The Sequence of Non-normal procedures/TOGW for subsequent Take-offs will be at the discretion of the Check Pilot.							
7. Instructors to ensure that during intermediate/final level off vertical speed is reduced to 1000fpm when 1000 ft to level off altitude, in order to reduce frequency of unnecessary TCAS 'RA' activation.							
Instructor and trainees are requested to carry updated iPads & discuss EFB requirements							
SESSION EVALUATION							
EVALUATION AREA		BELOW		MARGINAL		AVERAGE	
HIGH							
PROCEDURES & SYSTEM KNOWLEDGE							
FLYING SKILL							
CREW RESOURCE MANAGEMENT							
OVERALL STANDARD		☐ HIGH		☐ AVERAGE		☐ MARGINAL ☐ REMEDIAL REQUIRED	
COMMENTS:							
TRAINEE'S SIGNATURE		NAME OF INSTRUCTOR		SIGNATURE OF INSTRUCTOR		LIC. NO	

	A-320 RECURRENT SIMULATOR TRAINING SYLLABUS OPKC-OPLA (OPKC)		Doc. No.F/TRG/01-D01/B3-1 Dated: August 05, 2021	Edition 02 Revision 01
FLIGHT OPERATIONS TRAINING DIVISION	SYLLABUS “ALPHA” (JAN -JUN)		DAY- 1 (Training Session)	
DISCUSSION ITEMS		GRADE		REFERENCE
		PF	PM	
1. SPECIAL OPERATIONS				FCOM
2. ECAM HANDLING				FCOM, FCTM
3. SUPPLEMENTARY PROCEDURES				FCOM, FCTM
4. GROUND OPERATIONS IN HEAVY RAIN				FCOM, FCTM
5. AIRCRAFT APP GUIDANCE MANAGEMENT				FCOM(NP/FMS)
6. FLT CONTROL LAWS PROTECTION				FCOM, FCTM
SESSION DETAIL				
1. PRELIMINARY COCKPIT PREPARATION				FCOM
2. START MALFUNCTIONS				FCOM, FCTM
3. TAXI OUT – MALFUNCTION/RESET/MEL				FCOM, FCTM, MEL
4. UNRELIABLE AIR SPEED / DUAL FAC FAILURE (Cyclic)				FCOM, FCTM
5. APU FIRE				FCOM
6. CARGO DOOR				FCOM
7. ELEVATOR FAULT				FCOM, FCTM
8. CLIMB – AIR COND & PRESS/AUTO FLT/ELECTRICAL				FCOM, FCTM
9. ENGINE FAIL / FIRE				FCOM, FCTM
10. SINGLE ENGINE NPA				FCOM, FCTM
11. LDG WITH ABNORMAL LDG GEAR/GRAVITY EXT				FCOM, FCTM
12. ILS APP CROSS WIND LANDING				FCOM, FCTM
13. TWO ENG GO-AROUND / CANCEL APP				FCOM, FCTM
INSTRUCTOR DISCRETION				
1.				
2.				
3.				
R.H.S TRAINING FOR CAPTAINS				
1. TAKEOFF ENGINE FAILURE AT V1				
2. SINGLE ENGINE ILS APPROACH				
3. SINGLE ENGINE GO-AROUND FROM DA (H)				
4. SINGLE ENGINE ILS APPROACH & LANDING				
5. PAX. EVACUATION				
RESOURCE MANAGEMENT (M)				
CREW COMMUNICATION				
a. BETWEEN COCKPIT & CABIN				
b. DURING NORMAL PROCEDURES				
c. DURING NON-NORMAL PROCEDURES				
d. USE OF STANDARD TERMINOLOGY				
LEGEND				
M: Mandatory Item	M1: Once a Year Mandatory Item	M2: Cyclic Mandatory Item Conditional (Jan-Jun – Cpts)/ (Jul-Dec – FOs)		

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FLIGHT OPERATIONS TRAINING DIVISION			SYLLABUS "ALPHA" (JAN -JUN)		DAY- 2 (Evaluation / Check Session)		
NAME:			P.NO: ☐		CREW POSITION ☐ CAPT ☐ F/O ☐ I.P		
DATE		LOCATION		TOTAL SESSION TIME 04:00 HOURS		TIME PF ☐ TIME PNF ☐	
AIRCRAFT DATA							
ZERO FUEL WT	56000KGS	C.G	___	THRUST REDUCTION	1000 FT		
TOTAL FUEL	10000 KGS	TAKEOFF FLAPS	CONFIG. 1+F or 2	ACC HEIGHT 2/1 ENG	3000/ 1500 FT		
TAKEOFF WT	66000 KGS	CRUISE ALTITUDE	FL310	TAKEOFF THRUST TO2	FLEX ____°C		
RESERVE FUEL	___ KGS	COST INDEX	30	MEL	Instructor's Discretion		
SESSION DATA AND WEATHER							
DEPARTURE AIRPORT	ICAO CODE OPIS	RUNWAY IN USE 10R		BRAKING ACTION GOOD			
WEATHER: INSTRUCTOR'S DISCRETION							
ATC:							
DESTINATION AIRPORT	ICAO CODE OPKC	RUNWAY IN USE 25L		BRAKING ACTION MEDIUM			
WEATHER: INSTRUCTOR'S DISCRETION							
ALTERNATE AIRPORT	ICAO CODE OPNH	RUNWAY IN USE 20		BRAKING ACTION GOOD			
ATC:							
SESSION OBJECTIVE							
1. This flight profile includes those procedures and maneuvers that can be practiced to improve skill level in a simulator. The sequence and maneuvers / exercises may be changed and selected at the discretion of the Check Pilot.							
2. The instructor will provide appropriate instruction.; weather information and air traffic clearances, as far as possible conduct the flight on a real time basis							
3. Simulator system faults will be removed after full stop landing.							
4. The crew will be expected to respond to instructions and situations as they would on line flight, and to use flight deck resources available (autopilot, auto throttle etc.) unless specifically restricted by the instructor.							
5. Command qualities and crew co-ordination are part of the desired learning outcome .							
6. The Sequence of Non-normal procedures/TOGW for subsequent Take-offs will be at the discretion of the Check Pilot.							
Instructor and trainees are requested to carry updated iPads & discuss EFB requirements							
SESSION EVALUATION							
EVALUATION AREA		BELOW	MARGINAL	AVERAGE	HIGH		
PROCEDURES & SYSTEM KNOWLEDGE		☐	☐	☐	☐		
FLYING SKILL		☐	☐	☐	☐		
CREW RESOURCE MANAGEMENT		☐	☐	☐	☐		
OVERALL STANDARD ☐ HIGH ☐ AVERAGE ☐ MARGINAL ☐ REMEDIAL REQUIRED							
COMMENTS:							
TRAINEE'S SIGNATURE		NAME OF INSTRUCTOR		SIGNATURE OF INSTRUCTOR		LIC. NO	

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FLIGHT OPERATIONS TRAINING DIVISION			SYLLABUS “ALPHA” (JAN -JUN)		DAY- 2 (Evaluation / Check Session)		
NOTE: BRIEFING AND DISCUSSION ITEMS MUST BE CONDUCTED IN THE BRIEFING ROOM AT LEAST 01:30 HRS BEFORE SESSION TIME							
DISCUSSION ITEMS				GRADE		REFERENCE	
				PF	PNF		
1. ALL WEATHER OPERATIONS						OM, FCTM	
2. USE OF MEL						MEL, OM	
3. MEMORY ITEMS						FCOM	
4. LIMITATIONS						FCOM	
5. STALL & RECOVERY						FCTM	
6. GO-AROUND PROCEDURE / CANCEL APPROACH						FCTM, FCOM	
7. LANDING DISTANCE CALCULATIONS						FCTM, FCOM	
SESSION DETAIL							
1. PRELIMINARY COCKPIT PREPARATION						FCOM	
2. START MALFUNCTIONS (M1)						FCOM, FCTM	
3. TAXI OUT MALFUNCTION						FCOM, FCTM	
4. GPWS EVENT / WINDSHEAR (M2)						FCOM, FCTM	
5. TCAS EVENT (M)						FCOM, FCTM	
6. STALL RECOVERY (M1)						FCOM, FCTM	
7. UPRT (M)						FCTM	
8. ENG. REV UNLOCK						FCOM	
9. EMERGENCY DESCENT (M1)						FCTM	
10. SE ILS APPROACH LANDING (M)						FCOM, FCTM	
11. SE GO AROUND						FCOM, FCTM	
12. NPA (RNAV) (M)						FCOM, FCTM	
13. ENG. FAIL B/W V1 & V2 (M)						FCOM, FCTM	
14. ENGINE FIRE (M)						FCOM, FCTM	
15. PILOT INCAPACITATION (M1)						FCOM, FCTM	
16. RTO / EVACUATION (M+M1)						FCOM, FCTM	
LOW VISIBILITY PROCEDURE / CAT-II							
1. TAKEOFF RVR 125/150 M						OM, FCOM, FCTM	
2. REJECTED TAKEOFF <100 KTS/V1						OM, FCOM, FCTM	
3. CAT-II APPROACHES WITH FAILURE ACTION ABOVE 1000 AAL						OM, FCOM, FCTM	
4. CAT-II APPROACHES FAILURES NECESSITATING GO AROUND						OM, FCOM, FCTM	
5. CAT-II APPROACHES WITH AUTO LAND						OM, FCOM, FCTM	
RESOURCE MANAGEMENT (M)							
CREW COMMUNICATION							
a. BETWEEN COCKPIT & CABIN						OM	
b. DURING NORMAL PROCEDURES						OM	
c. DURING NON-NORMAL PROCEDURES						OM	
d. USE OF STANDARD TERMINOLOGY						OM	
LEGEND							
M: Mandatory Item		M1: Once a Year Mandatory Item		M2: Cyclic Mandatory Item Conditional (Jan-Jun – Capts)/ (Jul-Dec – FOs)			