

18.2 UNDER SUPERVISION LINE TRAINING

OBJECTIVE

The objective of Line Training is to allow the Trainee to practice Normal Line Procedures on the aircraft, and to achieve proficiency and confidence in these procedures.

The intent of Line Training is to assist the Pilot in line, route and airport qualification (as defined in the OM Part-D). Only routine operations in normal configuration are intended and no abnormal situations will be intentionally created.

The TRI/TRE will sign the aircraft load sheet and Flight Plan and take full responsibility for the safety of the aircraft, crew and passengers and the integrity of the operating schedule.

General

TRI and TRE are authorized to conduct the Line Training including first Six Takeoffs and Landings.

Needless to say the TRI/TRE must conduct himself in a professional, proficient and efficient manner in every aspect, so as to enhance the professional and executive capability of the Trainee.

Each exercise in Line Training will be covered, but the TRI/TRE will only sign off the particular exercise once a proficient level has been achieved. If proficiency is not achieved, then it is required that amplifying comments be made to fully identify the trainee's deficiencies in the comments section along with the exercise number.

The Line Training Lesson Plan contains asterisk (*) items, which are "For Discussion Only". The Instructor will sign off all such items only when proficient knowledge has been demonstrated by the trainee.

Preparation

Trainees are expected to be familiar with B777 OPERATIONS MANUAL, FLIGHT CREW TRAINING MANUAL, FOM and DDG application.

The trainee is also expected to study and assimilate all the items in the Line Training Lesson Plan before commencement of Line Training.

Under Supervision Line Flying

Captains and First Officers undergoing transition training are required to undergo 50 Hours under supervision line flying with at-least six (06) sectors, in which all exercises and discussion items in the Lesson Plan must be satisfactorily completed.

Captains: On satisfactory completion of the exercises and items in the Lesson Plan, the Trainee will be put up for a "Pre-Final Command Route Check". Fifty hours may include the "Pre-Final Command Route Check".

On satisfactorily passing the "Pre-Final Command Route Check", the Trainee will be put up for a "Final Command Route Check".

First Officers: On satisfactory completion of the exercises and items in the Lesson Plan, and fifty hours of Line Training, the Trainee will be put up for a "Route Check".



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Capt F/O			Instructor's Name & Signature	Flight No/Date
P #	Lic #	Ref. #		
1. FLIGHT BRIEFING				
A) Meteorology				
a) Departure Wx.				
b) Enroute/Emergency Alt. Wx				
c) Destination & Alternate Wx.				
B) NOTAMS				
a) Chart NOTAMS				
C) Flight Plan				
a) Company Routing				
b) Flight Level				
c) Fuel Requirements				
d) TOW Calculations				
e) ATC Flight Plan				
f) Alternate Requirements				
2. PRE FLIGHT				
a) Electrical Power Up & Down procedure (*)				
b) Preliminary Preflight Procedure				
c) Exterior Inspection				
d) Preflight Procedures Captain & F/O				
e) Door Operation				
f) Aircraft Documents				
g) TOW Calculation (EFB)				
h) FMS setup / Route, FPL Loading				
3. DEPARTURE BRIEFING				
a) Pushback & Start Procedure				
b) Taxi Out Procedure & RWY in use				
c) SID in use, Required NDB, VOR				



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P #	Lic #	Ref. #		
d)	VHF Comm. Frequencies in use			
e)	Noise Abatement Procedure			
f)	Obstacle Requirements (MSA)			
g)	Runway Conditions / Wx Conditions			
h)	Restricted/Prohibited Areas			
i)	A/C status/MEL /DDG restriction on operations			
4. DEPARTURE/TAXI				
a)	Use of Electronic / Normal Checklist			
b)	Before Pushback & Start Procedures			
c)	Engine Start & After Start Procedures			
d)	Taxiing & Before T/O Procedures			
e)	Takeoff Flaps 5			
f)	Takeoff Flaps 15			
g)	Rolling Takeoff			
h)	Static Takeoff (*)			
i)	SID – LNAV & VNAV Departure			
j)	SID – MCP Departure			
k)	Runway Change during Taxi (*)			
5. ENROUTE PROCEDURES				
a)	During Climb Speed Intervention			
b)	Height Restrictions			
c)	During Climb Delete Climb Thrust Derate			
d)	FMC Operation			
e)	Route Changes & Modifications			
f)	Diversion & Fix Page Use			



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g)	Holding Page – Present Position Holding, Modify Hold & Exit Hold			
h)	Determine ETA, Fuel Remaining for Destination and Alt/Enroute Diversion			
i)	Data Link Communication			
j)	“EFB use			
k)	Enroute Weather Radar usage procedures			
6. DESCENT				
a)	Descent forecast wind “FMS”			
b)	Descent Preparations			
c)	Destination and Alt Wx			
d)	Insertion of STAR			
e)	Vref Speed			
f)	Holding Time Calculations			
g)	Descent Planning			
h)	Descent Forecast Page & Descent Prediction (*)			
i)	Approach Briefing			
j)	Runway Change FMC Operation and Approach Procedure (*)			
k)	Use of Auto Brake			
l)	Minimum Fuel Advisory			
m)	Descent Speed Schedule			
7. APPROACHES				
a)	Manual Flight Director ILS Approach			
b)	ILS Autoland Approach using CAT-II/CAT-III A/B procedures (Minimum one sector)			

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c) RNAV Approach - Using LNAV/VNAV				
8. LANDINGS				
a) Flaps 30 Landing				
b) Flaps 20 Landing				
c) Cross Wind Landing Technique(*)				
d) Contaminated Rwy. Ldg. Technique(*)				
9. PNF DUTIES (02 Sectors)				
a)				
b)				
10. ITEMS FOR DISCUSSION				
a) Cabin Altitude – CRM Considerations				
b) Tail Strike				
c) L or R FMC Fail – Use Alt. Navigation				
d) VOR Approach – Using VNAV/V/S or FPA				
e) RNP/RVSM/RNAV/P-RNAV				
f) FMS Position Update				
g) ADIRU/SAARU Inoperative				
h) Fuel Imbalance & Fuel Jettison				
i) Jeppesen ATC and EMERGENCY				
j) Max Altitude / Optimum Altitude/Recommended Altitude				
k) Engine Out Drift Down Procedure				
l) Step Climb				
m) Buffet Margin				
n) TCAS Event				
o) GPWS / WINDSHEAR / UNRELIABLE AIRSPEED				

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Capt F/O			Instructor's Name & Signature	Flight No/Date
P #	Lic #	Ref. #		
p)		Determination of Max TOW on contaminated runways		
q)		Contaminated runway effect on V1, VR, V2 & reduced thrust		
r)		Consulting performance graphs		
		EFB training – MAP, documents, TOW, NOTAM, MEL, insertion of Airport (not in database), Video/surveillance Camera		
s)		CFIT		
t)		Adverse Weather Procedures (*)		
u)		Anti-Ice Use / On GRD deicing procedure – Holdover time (*)		
v)		Flight in Severe Turbulence (*) (Avoidance, Precaution & Recovery)		
11. CRM SKILLS				
a)		Decision making/Teamwork/Human factors (*)		
b)		Communication/Assertiveness		
c)		Situational Awareness		
d)		Threat & Error Management (SMS) (*)		
e)		Evacuation (*)		

