

FLIGHT OPERATIONS TRAINING DIVISION		RECURRENT TRAINING (Jan to June - Even)		DAY- 1 (Training Session)	
NAME:		P.NO:		CREW POSITION <input checked="" type="checkbox"/> CAPT <input type="checkbox"/> F/O <input type="checkbox"/> I.P	
DATE	LOCATION	TOTAL SESSION TIME 04:00 HOURS		TIME PF	TIME PNF
AIRCRAFT DATA					
ZERO FUEL WT	195000 KGS	C.G	_____	THRUST REDUCTION	1000 FT
TOTAL FUEL	16900 KGS	TAKEOFF FLAPS	15	ACC HEIGHT 2/1 ENG	3000/ 1000 FT
TAKEOFF WT	211100 KGS	CRUISE ALTITUDE	FL310	TAKEOFF THRUST TO2	ASSUME TEMP _____°C
RESERVE FUEL	9000 KGS	COST INDEX	180	MEL "B" SNAG	ENG START VALVE INOP
SESSION DATA AND WEATHER					
DEPARTURE AIRPORT	ICAO CODE EGCC	RUNWAY IN USE 05L		BRAKING ACTION MEDIUM	
WEATHER: INSTRUCTOR'S DISCRETION					
ATC: EGCC DESI1S DESIG L603 LAMSO LAMS2A EHAM					
DESTINATION AIRPORT	ICAO CODE EHAM	RUNWAY IN USE 18L/C		BRAKING ACTION GOOD	
WEATHER: INSTRUCTOR'S DISCRETION					
ATC: EHAM KUDA1S WOODY N872 NIK UY131 MPOIL MOPI8W LFPG					
ALTERNATE AIRPORT	ICAO CODE LFPG	RUNWAY IN USE 08L/R		BRAKING ACTION GOOD	
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.					
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					
SESSION EVALUATION					
EVALUATION AREA	BELOW	MARGINAL	AVERAGE	HIGH	
PROCEDURES & SYSTEM KNOWLEDGE					
FLYING SKILL					
CREW RESOURCE MANAGEMENT					
OVERALL STANDARD	<input type="checkbox"/> HIGH	<input type="checkbox"/> AVERAGE	<input type="checkbox"/> MARGINAL	<input type="checkbox"/> REMEDIAL REQUIRED	
COMMENTS:					
TRAINEE'S SIGNATURE	NAME OF INSTRUCTOR	SIGNATURE OF INSTRUCTOR		LIC. NO	

FLIGHT OPERATIONS TRAINING DIVISION		RECURRENT TRAINING (Jan to June - Even)	DAY- 1 (Training 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. HUNG START				QRH
2. NOSE WHEEL STEERING FAILURE				FCTM
3. REJECTED TAKEOFF (contaminated runway)				FCTM
4. CABIN ALTITUDE – AUTO/MANUAL CONTROL				FCTM/QRH
5. WINDSHEAR/CB/SEVERE TURBULENCE				FCTM
6. TAKEOFF ENG STALL				FCTM/QRH
7. EVACUATION				FCTM/QRH
8. MOST FREQUENT FDM EVENTS				FDM DATA
SESSION DETAIL				
1. PREFLIGHT AND FMS INITIALIZATION				FCOM , FCTM
2. ABORTED ENGINE START/HUNG START (M1)				QRH, FCOM, MEL/DDPG
3. TAXI – BRAKE SOURCE (RESTORE)				FCTM, FCOM
4. RTO (HIGH/LOW SPEED) (M)				FCTM
5. TAKE-OFF – TCAS EVENT (M)				FCOM, FCTM
6. CLIMB FL310, JET UPSET (M)				FCOM, FCTM
7. DUAL ENGINE FAILURE (ONE RESTORE)				QRH, FCTM,
8. NPA TO MDA/DA (H) GO-AROUND (M)				QRH, FCOM
9. SE ILS APPROACH (LDG) (M)				FCTM, FCOM
10.T/O PRI-FLT COMPUTER (RESET)				FCTM, QRH
11. NOSE GEAR COLLAPSE				FCTM, QRH
12. PAX EVACUATION (M1)				FCTM, QRH
13. MANUAL FLIGHT				FCTM
14. DISCONTINUED APPROACH MANEUVER				CPCT CIRCULAR
INSTRUCTOR DISCRETION				
1.				
R.H.S TRAINING FOR CAPTAINS				
1. TAKEOFF ENGINE FAILURE AT V1				FCTM
2. SINGLE ENGINE ILS APPROACH				FCTM
3. SINGLE ENGINE GO-AROUND FROM DA (H)				FCTM
4. SINGLE ENGINE ILS APPROACH & LANDING				FCTM
5. PAX. EVACUATION				FCTM
RESOURCE MANAGEMENT				
1. THREAT & ERROR MANAGEMENT (TEM)				OM
2. CREW COMMUNICATION				OM
a. BETWEEN COCKPIT & CABIN				OM
b. DURING NORMAL PROCEDURES				OM
c. DURING NON-NORMAL PROCEDURES				OM
d. USE OF STANDARD PHRASEOLOGY				OM
LEGEND				
M: Mandatory Item	M1: Once a Year Mandatory Item	M2: Cyclic Mandatory Item Conditional (Jan-Jun – Capts)/ (Jul-Dec – FOs)		

FLIGHT OPERATIONS TRAINING DIVISION		RECURRENT TRAINING (Jan to June - Even)		DAY- 2 (Evaluation/Check Session)	
NAME:		P.NO:		CREW POSITION <input type="checkbox"/> CAPT <input type="checkbox"/> F/O <input type="checkbox"/> I.P	
DATE	LOCATION	TOTAL SESSION TIME 04:00 HOURS		TIME PF	TIME PNF
NOTE: BRIEFING AND DISCUSSION ITEMS MUST BE CONDUCTED IN THE BRIEFING ROOM AT LEAST 01:30 HRS BEFORE SESSION TIME					
AIRCRAFT DATA					
ZERO FUEL WT	195000 KGS	C.G	_____	THRUST REDUCTION	1000 FT
TOTAL FUEL	17400 KGS	TAKEOFF FLAPS	05	ACC HEIGHT 2/1 ENG	3000/ 1000 FT
TAKEOFF WT	212100 KGS	CRUISE ALTITUDE	FL300	TAKEOFF THRUST TO2	ASSUME TEMP ____ °C
RESERVE FUEL	7900 KGS	COST INDEX	180	MEL "B" SNAG	APU U/S
SESSION DATA AND WEATHER					
DEPARTURE AIRPORT	ICAO CODE EHAM	RUNWAY IN USE 18L/C		BRAKING ACTION GOOD	
WEATHER: INSTRUCTOR'S DISCRETION					
ATC DEPARTURE: EHAM BERG3E BERGI UL602 MIMVA L602 NALAX L46 LIBSO ROSU1G EGCC					
DESTINATION AIRPORT	ICAO CODE EGCC	RUNWAY IN USE 23R		BRAKING ACTION GOOD	
WEATHER: INSTRUCTOR'S DISCRETION					
ATC: EGCC LIST2S LISTO UL612 HON BNN4A EGLL					
ALTERNATE AIRPORT	ICAO CODE EGLL	RUNWAY IN USE 27L/R		BRAKING ACTION GOOD	
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					
SESSION EVALUATION					
EVALUATION AREA		BELOW	MARGINAL	AVERAGE	HIGH
PROCEDURES & SYSTEM KNOWLEDGE					
FLYING SKILL					
CREW RESOURCE MANAGEMENT					
OVERALL STANDARD <input type="checkbox"/> HIGH <input type="checkbox"/> AVERAGE <input type="checkbox"/> MARGINAL <input type="checkbox"/> REMEDIAL REQUIRED					
COMMENTS:					
TRAINEE'S SIGNATURE	NAME OF INSTRUCTOR		SIGNATURE OF INSTRUCTOR		LIC. NO

FLIGHT OPERATIONS TRAINING DIVISION	RECURRENT TRAINING (Jan to June - Even)	DAY- 2 <i>(Evaluation/Check Session)</i>	
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. LOW VISIBILITY PROCEDURES/CAT-II / IIIa/b			QRH
2. ENG START – STARTER VALVE DOES NOT OPEN			FCTM
3. WINDSHEAR			FCTM
4. CARGO SMOKE			FCTM/QRH
5. TAKE OFF TAIL STRIKE			QRH, FCTM
SESSION DETAIL			
1. PREFLIGHT AND FMS INITIALIZATION			FCOM , FCTM
2. START MALFUNCTION – STARTER VALVE DOES NOT OPEN (M1)			FCOM, QRH,MEL/DDPG
3. TAXI – LDG GEAR FAULT (RESTORE)			QRH
4. TAKEOFF ENG FAIL BEFORE V1 (REJECTED TAKEOFF) (M)			FCTM, QRH
5. TAKEOFF ENG FIRE AFTER V1 (M)			FCOM, FCTM
6. ILS G/A ILS CAT-I LAND (M)			FCOM, FCTM
7. REPOSITION LDG WINDSHEAR RECOVERY (M2)			FCTM, QRH
8. TAKEOFF – GPWS EVENT (M2)			FCTM, QRH
9. TCAS EVENT/JET UPSET (M)			FCTM, QRH
10. STALL RECOVERY (CLEAN/T-OFF/LDG) (M1)			FCTM, QRH
11. FL 100 CARGO SMOKE (LANDING)			FCTM, QRH
12. PAX EVACUATION (M1)			FCTM, QRH
LOW VISIBILITY PROCEDURE CAT-II / IIIa/b			
1. TAKEOFF RVR 125/150 M			FCTM
2. REJECTED TAKEOFF <80 KTS/V1			FCTM
3. TAKEOFF, CAT-II / IIIa/b APPROACHES WITH FAILURE ACTION ABOVE 1000 AAL			FCTM
4. CAT-II/IIIa/b APPROACHES FAILURES NECESSITATING GO AROUND			FCTM
5. CAPTAIN INCAPACITATION (M1)			FCTM
6. CAT-II / IIIa/b APPROACHES WITH AUTO LAND			FCTM
RESOURCE MANAGEMENT			
1. THREAT & ERROR MANAGEMENT (TEM)			OM
2. CREW COMMUNICATION			OM
a. BETWEEN COCKPIT & CABIN			OM
b. DURING NORMAL PROCEDURES			OM
c. DURING NON-NORMAL PROCEDURES			OM
d. USE OF STANDARD PHRASEOLOGY			OM
LEGEND			
M: Mandatory Item	M1: Once a Year Mandatory Item	M2: Cyclic Mandatory Item Conditional (Jan-Jun – Capts)/ (Jul-Dec – FOs)	