

A-320 TYPE RATING COURSE

AIM OF THE COURSE

The aim of the Airbus 319/320 Type Rating Course is to provide candidates with the required training to operate the Airbus 319/320 in a safe and economical manner in today's complex aeronautical transportation environment.

The course has been designed to provide all necessary training (theoretical knowledge instruction, synthetic flight instruction and flight training) for the issue of an Airbus A319/320 type rating. Training includes the required Type-specific elements of Multi-Crew Co-operation (MCC) training for those candidates applying for their first multi-pilot type rating.

PRE-ENTRY REQUIREMENTS

In order to be admitted to the course, candidates must:

- hold a valid and current CPL or ATPL;
- hold a valid Class 1 medical certificate;
- have at least 100 hours as pilot-in-command of aeroplanes;
- have passed the theoretical examinations for the ATPL(A) in accordance with Aircrew Regulations; have a valid multi-engine instrument rating (A);
- must be fluent in English
- must have at least an Associate's University or College degree
- be at least 21 years of age

CREDITS FOR PREVIOUS EXPERIENCE

Those candidates who have completed more than 500 hours flight time on turbojet aircraft with a MTOM of not less than 10 tons or an approved passenger seating configuration for not less than 20 passengers are not required to complete the Jet Orientation module of synthetic flight training described herein.

THE TRAINING SYLLABUS

The type rating course consists of 3 distinct parts leading to the issue of an Airbus 319/320 type rating upon successful completion of the prescribed skill test at the end of the training:

1.Theoretical training consisting of:

- a. A320 Type-specific multi-crew co-operation theoretical knowledge
- b. airplane structure and equipment, normal operation of systems and malfunctions including the electronic flight instrument system and flight management system (An instructor shall be at hand during CBT sessions to aid candidates in resolving any uncertainties)
- c. airplane limitations
- d. performance, flight planning and monitoring
- e. load, balance and servicing
- f. emergency procedures
- g. emergency and safety equipment training

2. Synthetic flight training (with multi-crew cooperation exercises incorporated) consisting of:

- a. jet orientation training module(if required)
- b. normal procedures training module
- c. abnormal and emergency procedures training module
- d. line oriented flight training (LOFT) module

3.Flight training consisting of the first 6 takeoffs and landings on an actual aircraft.

Theoretical Training

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| Airplane structure and equipment, normal and emergency operation of systems and malfunctions including the electronic flight instrument system (EFIS) and flight management system (FMS) and associated limitations | 32 hours |
| Performance, flight planning and monitoring | 20 hours |
| Load, balance and servicing | 10 hours |
| Safety training | 6 hours |
| A320 vs A319 Differences Training | 4 hours |
| TOTAL | 78 HOURS |

Synthetic Flight Training

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| Jet orientation training module(if required) | 16 hours |
| Normal procedures training module | 16 hours |
| Abnormal and emergency procedures training module | 26 hours |
| TOTAL | 74 HOURS |

Flight Training (on aircraft)

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| Flight Training | 50 minutes |
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