

Operators training curriculum examples

Example from Air France

Time (T) in Days (D) without flight or sim activity	T ≤ 30 D	31 D ≤ T ≤ 44 D	45 D ≤ T ≤ 89 D	≥ 90 D
	Column 1	Column 2	Column 3	
Recurrent Training Validity VALID (with or without exemption)	It is recommended to perform the distance learning additional training	According to the professional records, the Chief Pilot will decide between column 1 and column 3 As a minimum, distance learning additional training will be performed	<ul style="list-style-type: none"> - distance learning additional Training - the CBTA refresher sim session 	<ul style="list-style-type: none"> - distance learning Additional Training - the CBTA refresher sim session - regular Recurrent Training sessions
Recurrent Training Validity NOT VALID	Regular Recurrent Training Sessions	According to the professional records, the Chief Pilot will decide between column 1 and column 3	<ul style="list-style-type: none"> - distance learning additional Training - the CBTA refresher sim session - regular Recurrent Training sessions 	

CBTA REFRESHER SIMULATOR SESSION

CPT		PART 1: PROCEDURE REFRESH	1h05
1.1		COCKPIT PREPARATION (<i>SOP with instructor supervision</i>) ENG START	CDG
			0h30
			0h30
<i>Simulator</i>		<ul style="list-style-type: none"> Aircraft in Secured stop INIT LFPG GATE FMS : LFPG26R – LGLxB-LFPG ILS26L 	
<i>ATC</i>		<i>ATIS A : T/O 26R LDG 26L – 33020KT BKN035 20/12 Q1005</i> <ul style="list-style-type: none"> CLR: « LGL2B squawk 1000 121,930 For push » 	
<i>Training Objectives</i>		<ul style="list-style-type: none"> Perform full cockpit preparation including the performance calculation Instructor reinforce realistic conditions by role playing Ground staff for task interruption 	
1.2		TAXI RWY 26R & TAKE OFF	0h05
			0h35
<i>ATC</i>		<ul style="list-style-type: none"> « AF146, Taxi to holding point T11, Runway 26R » « AF146, After take-off, maintain 4000ft » « AF146, RWY26R cleared for take-off, wind 330/20KT » 	
1.3		Radar Vectors Aircraft Handling Simple system malfunction with impact on aircraft performance (e.g. LDG DIST PROC)	0h15
			0h50
<i>Simulator</i>		<ul style="list-style-type: none"> Instructor to trigger the malfunction after the manual flying part : <i>Example :</i> A320/330/340 : HYD YRSVR LOW LVL B777/787 : HYD PRESS SYS C Position Freeze during downwind if necessary IOS: Instructor activates RW 26L or keep RW 26R depending pilot's decision-making process	
<i>ATC</i>		<ul style="list-style-type: none"> « AF146, Turn Left HDG 090°, radar vectors for ILS APP RWY 26L/R » 	
<i>Training Objectives</i>		Pilot to control the flight path through manual control <ul style="list-style-type: none"> Pilot to review abnormal SOPs Pilots to manage landing performance calculation with malfunction impact on landing distance <ul style="list-style-type: none"> Pilots can express to manage specific malfunction having the above characteristic 	

1.4		3D - RNAV (RNP) 26L (N) ENG, AP & FD & A/THR ON	0h10
			1h00
<i>Training Objectives</i>		<i>If necessary, the instructor reminds key elements of the RNAV approach to the pilots</i>	

1.5		Landing (N) ENG RWY 26L/R	0h05
			1h05
<i>ATC</i>		<ul style="list-style-type: none"> « AF146, RWY26L/R cleared to land, wind 330/20KT » 	

CPT	PART 2: AIRCRAFT HANDLING		0h40
------------	----------------------------------	--	-------------

2.1		Take-off RWY 26R	0h05
			1h10
<i>Simulator</i>		<ul style="list-style-type: none"> MTO CAVOK INIT LFPG T/O 26R FMS : T/O 26R CLB 3000' RWY HDG LDG ILS 26R 	
<i>ATC</i>		<ul style="list-style-type: none"> « AF146, After T/O, maintain 3000ft » « AF146, RWY26R cleared for take-off, wind 330/20KT » 	

2.2		Exercises “a la carte” including 2 take-offs and 2 landings	0h35
			1h45
<i>Training Objectives</i>		<i>Pilot to control the flight path through manual control</i> <ul style="list-style-type: none"> Pilot to review abnormal SOPs and emergency procedures to include memory items <i>“a la carte” means that the pilot can request specific exercises to build confidence or the instructor decides to further develop pilot competencies by selecting specific events</i> <i>Example: windshear procedures at take-off or during final approach...</i>	

F/O	PART 3: AIRCRAFT HANDLING	0h40
-----	---------------------------	------

3.1		Take-off RWY 26R	0h05
			1h50
Simulator		<ul style="list-style-type: none"> MTO CAVOK INIT LFPG T/O 26R FMS : T/O 26R CLB 3000' RWY HDG LDG ILS 26R 	
ATC		<ul style="list-style-type: none"> « AF146, After take-off maintain 3000ft » « AF146, RWY26R cleared for take-off, wind 330/20KT » 	

3.2		Visual Approach RWY 26R Landing N (ENG) RWY 26R	0h05
			1h55
Training Objectives		Pilot to control the flight path through manual control <ul style="list-style-type: none"> Pilot to review visual patterns 	

3.3		Exercises “a la carte” including 2 take-offs and 2 landings	0h30
			2h25
Training Objectives		Pilot to control the flight path through manual control <ul style="list-style-type: none"> Pilot to review abnormal SOPs and emergency procedures to include memory items “a la carte” means that the pilot can request specific exercises to build confidence or the instructor decides to further develop pilot competencies by selecting specific events Example: windshear procedures at take-off or during final approach...	

F/O	PART 3: AIRCRAFT HANDLING	0h05
-----	---------------------------	------

4.1		Taxi in and Perform SOPs	0h05
			2h30
Training Objectives		Pilots to apply after landing and parking normal procedures	

END OF THE SESSION