

RECURRENT SIMULATOR FLIGHT TRAINING

OPERATIONS MANUAL

Part 4

APPENDIX F

ABC AIRLINE

B737-300

RECURRENT SIMULATOR FLIGHT TRAINING

- Recurrent Training
- Advanced / Loft Instructor Training
- Recency of Experience and/or Currency / Proficiency Check
- Advance Simulation Program



*** Note:**

EXAMPLE / TEMPLATE FOR RECURRENT SIMULATOR FLIGHT TRAINING

This Document Is Intended For Use In Conjunction With:

- *Advisory Circular CA AOC-AC-FO-019: "Training Program Approval Process" - Technical Guidance Material For Operators and*
- *TGM CA AOC-FO-005: "Training Program Approval Process" - for Flight Operations Inspectors*



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RECURRENT SIMULATOR FLIGHT TRAINING

**1. RECENCY OF EXPERIENCE / RECURRENT FLIGHT TRAINING/
PROFICIENCY CHECK**

PROFICIENCY CHECK


Normally there will be a two (2) hour briefing for the Oral/Written, and (2 1/2) hours for the Check Ride with a one (1) debrief. In addition to Recurrent Training, the following outline of maneuvers/procedures will satisfy the requirements for a proficiency check. The sequence of events may be modify at the discretion of the person conducting the check.

The CV CAR 8.10.1.20 requires the PIC/SIC to complete a Proficiency Check within the last 12 calendar moths and either a proficiency check or a course of simulator training every 6 calendar months described in SA CAR9.3.1.10.

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The following outline of maneuvers/procedures are the events that are consistent with Recurrent Training.. Emphasis should be on those maneuvers/procedures not normally encountered during routine line operations, such as Non-normal and emergency training. Additionally, training on new or revised maneuvers/procedures or other similar areas is ideally suited for Recurrent Training. In addition to the specified Required Flight Training, a two hour briefing and one debriefing will be given by the Instructor/Designated Flight Examiner to include any differences if applicable.

1. Oral/Written Examination
2. Preflight
3. Starting Taxi & Pre-takeoff checks
4. Takeoff
 - Normal
 - Instrument
 - Crosswind
 - Engine Failure after V1
 - Engine Failure during second segment
 - Rejected
 - Lower than standard minimum
5. Area Departure
 - Normal
 - One engine inoperative
6. Area Arrival
7. Enroute
 - Holding
 - Steep Turns
 - Approach to Stalls, Clean, Takeoff, Landing
 - Inflight engine shutdown and restart
 - High Speed handling Characteristics

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- 8. Descent
 - Normal
 - Maximum rate
- 9. Approaches
 - Visual
 - ILS Normal
 - ILS One Engine Inoperative
 - Non-Precision Approaches (NDB,VOR, LOC, etc)
 - Non-Precision One Engine Inoperative
 - Circling Approach
- 10. Missed Approach (Non-Precision, Engine Failure)
- 11. Missed Approach from ILS
- 12. Landings with Normal and Non-Normal Malfunctions
 - Rejected Landing
 - Crosswind Landing
 - Landing with one Engine inop
- 13. Windshear Training
- 14. Non-normal procedures during various phases of operation
- 15. Emergency procedures
- 16. Seat Dependent Training*

GRADING


- C – Complete Maneuver completed satisfactorily, no further training required.
- I – Incomplete Maneuver not completed to satisfactory standards - additional training required
- S - Satisfactory Maneuver successfully completed
- U – Unsatisfactory Maneuver not completed to satisfactory standards. (One `U' on grade sheet causes PIC/SIC to be graded Unsatisfactory.)

NOTE: Completion of this syllabus will satisfy the requirements for Recency of Experience and/or Currency if it is accomplished in a Flight Simulator approved for landing Level B, Level C or Level D Training.

***NOTE:** CAPTAINS TO BE UTILIZED AS FIRST OFFICERS:

All B-737 Captains except those currently qualified to conduct IOE or Line Checks from the right seat and B-737 Captains who are still currently qualified specifically as B-737 First Officers must demonstrate proficiency during each B-737 Simulator Course of Training on at least the following maneuvers carried out from the right seat while exercising the duties of the First Officer.

1. A Rejected Takeoff, while performing the takeoff from the right seat.
2. Demonstration of proficiency in the duties of the First Officer.

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3. Emergency Descent
4. At least one normal landing to a full stop from the right seat.
5. Engine Failure after V1
6. One Engine Approach, Missed Approach and Landing

2. ADVANCED SIMULATOR/LOFT INSTRUCTOR TRAINING

4:00 HOURS

I. OBJECTIVE: To Provide Qualified Simulator Instructors for Advanced Simulator Training.

II. PREREQUISITES: Documentation that each Instructor or Designated Flight Examiner (DFE) has served for at least one year with ABC Airlines as an Instructor or DFE in the B-737. This must be documented in the airman file.

Note: The Advanced Simulator Instructor Training Course and this Course are the same and may be conducted simultaneously.

IV. COURSE ORIENTATION **1:00 HOURS**

- A. Review SA CAR
- B. Review ABC Airlines Policies and Training Record Requirements.


V. DUTIES AND RESPONSIBILITIES **1:30 HOURS**

- A. Instruction Methods and Techniques.
- B. Company Procedures.
- C. Training Record Certification.

VI. OPERATION OF ADVANCED SIMULATORS **1:30 HOURS**

- A. Operation of Simulator Controls.
- B. Environmental Controls.
- C. Trouble Panels.
- D. Limitation of Simulators.
- E. Minimum Equipment Requirements for Each Course of Training.

Note: In addition to the above Curriculum, the annual four (4) hour requirement will include a review of any changes to this existing program.

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3. RECENCY OF EXPERIENCE AND/OR CURRENCY

In accordance with SA CAR 8.10.1.21, a flight crew member exceeds 90 days without accomplishing three (3) takeoffs and landings in the B-737 aircraft (or a B-737 Flight Simulator certified for landings), he/she may re-establish his/her currency by satisfactory accomplishment of at least the following:

1. A minimum of three (3) takeoffs and landings.
2. One of the above takeoff will be with an engine failure after V_1 and before V_2 .
3. One of the above landings will be made to a full stop.

If the above requirements are met using either of the B-737 aircraft or a B-737 Flight Simulator appropriately approved for landings, recency of experience and currency will have been established with no further requirements.

These requirements may be met by using a B-737 Visual Flight Simulator provided the requalifying pilot has logged a minimum of 100 hours in the B-737 and he/she must then be observed on his/her first two (2) landings on the line by a Line Designated Flight Examiner who acts as Pilot-in-Command and occupies a pilot seat. Landings must be observed within 45 days following completion of simulator training.

When using a simulator to accomplish these requirements, each required flight crewmember position must be occupied by an appropriately qualified person and the simulator must be operated as if in a normal in-flight environment without use of the reposition features of the simulator.

- At least one landing will be made from an ILS approach to the lowest ILS minimum authorized for ABC Airlines. \


4. ADVANCED SIMULATOR PROGRAM

INTRODUCTION

The program provides for achieving flight crew training in advanced airplane simulators. Each simulator used in this program must be approved by the CAA as a Phase I (Level B), II (Level C), or III (Level D) flight simulator as appropriate, in accordance with SA CAR

APPLICABILITY

1. Initial/Transition, Upgrade, Recency of Experience and/or Currency Training will be as specified in the Training Manual, as appropriate.


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2. Each Instructor and DFE used in this program must have been employed by the Certificate Holder under SA CAR as a PIC or SIC in a **Group II** airplane for at least one year. This requirement must be documented in the individual's training record.
3. Each Instructor and DFE used in this program must be:
 - Qualified and current in the B-737 aircraft in accordance with SA CAR and participate in regular line flying, or
 - Qualified and current in B-737 aircraft in accordance with SA CAR and participate in an annual line observation program consisting of at least five (5) hours observing flight deck operations. (This requirement must be documented in the individual's training record.)
4. Each Instructor and DFE used in the Advanced Simulator Program will receive a minimum of four (4) hours of training each year. This training will be conducted as specified in ABC Airlines' Training Manual (Part 4 of the Operations Manual). This requirement must be documented in the individual's training record.
5. A Special Line Oriented Flight Training (LOFT) is used to facilitate the Transition from the Simulator to Line Flying. It will be conducted as specified in the applicable section of this Chapter.

TRAINING AND CHECKING PERMITTED

1. In Phase I (Level B) Simulators:
 - A. Recency of Experience.
 - B. Night Takeoffs and Landings.
 - C. Landings in a Proficiency Check without the landing on the line requirements.
2. In Phase II (Level C) Simulators:
 - A. For all Pilots, transition between Group II airplanes and for a PIC the Certification Check required by SA CAR.
 - B. Upgrade to PIC training and the Certification Check when a pilot is currently serving as SIC on B-737 aircraft with ABC Airlines and has at least 500 flight hours in that position.
3. In Phase III (Level D) Simulators:
 - A. Except for the requirements listed in the next sentence, all pilot flight training and checking required by SA CAR, the Certification Check required by SA CAR. The check required by SA CAR, the static airplane requirements of SA CAR, and the Operating Experience required by the CAA must still be performed in the airplane.

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AUTHORIZED INSTRUCTORS

A current list of Instructors and DFEs authorized to conduct training and checks under this program is contained in this Manual. Any change to that list requires specific approval of the CAA. All of the listed Instructors and DFEs identified as Advanced Simulator Instructors and/or Proficiency Check Pilot-LOFT, must meet the qualification requirements of SA CAR.

LOFT SCENARIOS

Each scenario is composed of two flight segments which are representative of routes flown by ABC Airlines and in real time. The flight may be advanced only in the cruise phase to facilitate entry into the terminal phase. The Instructor will not “freeze” the simulator or problem to allow the crew to cope with a problem. Once a problem has been introduced it will remain for the rest of the flight unless it is corrected by the crew. DFEs will not improvise or deviate from the selected scenario.

The DFE will explain the LOFT concept to the crew and provide them with a standard flight plan, weather information, payload, fuel, DMIs, if any, and a flight release. The crew will be responsible for determining fuel required and if the flight can be legally released with the information provided.


The DFE will debrief the crew and critique their performance.

LOFT SCENARIO #1

1. Route
2. Cold Weather (Winter Operations)
3. Altitude

LOFT SCENARIO #2

1. Route – To include a diversion
2. Warm Weather (High Ambient Temperatures)
3. Altitudes
4. Deferred Maintenance Items (DMI, EX- Anti-Skid, APU-In-operative, Generator inoperative)

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5. OPERATING EXPERIENCE

GENERAL

After satisfactory completion of Ground and Flight Training each crewmember must complete additional Operating Experience/Line Checks under the supervision of an appropriately Certified DFE/Instructor.

REQUIREMENTS

1. Pilot in Command - 100 hours minimum - Must be observed performing PIC duties under the supervision of a DFE. At least one leg should be observed by an IAC Inspector for Initial Training only.
2. First Officer must fly 50 hours as an Observer before actually performing his duties as second in command under the supervision of a DFE.
First Officer - 100 hours Minimum - Must perform the duties of second-in-command under the supervision of a DFE or appropriately Certified Instructor.