

## A220



## Instructor Courses

### Course Description

#### TRI & SFI Training

- Situation: A pilot holding an Airbus A220-100/300 Type Rating wants to become an instructor for that aircraft type.

#### TRI & SFI Training Extension Course

- Situation: An instructor for a certain type wants to become an instructor on A220-100/300.

### Aircraft Type

- Airbus A220-100 and A220-300 (BD-500)

### Course Goal

- The aim of the respective instructor course is to achieve the desired instructor rating according to Part-FCL.

### Course Structure and Duration

#### TRI & SFI Course

##### Phase 1



Three days

- Teaching & Learning 25.00h

##### Phase 2



Two days

- Technical Instruction 10:00h
- Self-Study IOS Manual 2:00h

##### Phase 3



Four days

- Non-standard seat familiarization 2:00h
- Aeroplane training/intervention strategies 4:00h
- Teaching under supervision 4:00h
- Assessment of competence 3:00h

#### TRI & SFI Extension Course

Applicants for further instructor certificates are credited with the teaching and learning skills already demonstrated for the instructor certificate (TRI or SFI) held. Phase 1 (Teaching & Learning Course) can, therefore, be omitted. The rest of the course is identical to the full course.

##### Phase 1

omitted

##### Phase 2



Two days

- Technical Instruction 10:00h
- Self-Study IOS Manual 2:00h

##### Phase 3



Four days

- Non-standard seat familiarization 2:00h
- Aeroplane training/intervention strategies 4:00h
- Teaching under supervision 4:00h
- Assessment of competence 3:00h

■ Self-study / WBT □ Classroom ■ Training on system trainer ■ Practical training on FFS T Theoretical test T Practical test

## Training Topics

### Phase 1: Teaching & Learning (25h)

During this first part of the training, the theoretical knowledge, which is required to be an efficient TRI or SFI, is provided. The core elements of this part are:

- The learning process
- Training philosophies
- Student evaluation and testing
- Human performance and limitations relevant to flight instruction
- Training administration
- The teaching process
- Techniques of applied instruction
- Training program development
- Specific hazards involved in simulating systems failures and malfunctions in the aircraft during flight

### Phase 2: Technical Theoretical Knowledge Instruction (10h)

In this part, the applicants

- Revise their technical knowledge,
- Become acquainted with type rating training lesson plans,
- Develop classroom instructional skills by being asked to prepare and deliver example lectures typical for the type rating course, and
- Are made familiar with the FFS IOS-Manual (Instructor Operating Station).

### Phase 3: Flight Instruction & Assessment of Competence (10h & 3h)

In this final practical training phase, which is completed with the final assessment of competence according to Part FCL.935, the applicants:

- Have to demonstrate their skills in their non-normal pilot seat,
- Show their ability for giving appropriate commentary to develop their trainees' knowledge and skills,
- Develop intervention strategies from situations role-played by the FTA Instructor,
- Are made familiar with the synthetic training device, its limitations, capabilities and safety features,
- Are taught how to give instruction from the FFS instructor station,
- Plan, brief, train and debrief FFS sessions using all relevant training techniques, and
- Learn how to integrate TEM, CRM and the appropriate use of behavioural markers in their training.

## Prerequisites

- To be entitled to commence the TRI course, the applicant must:
  - Hold a valid ATPL;
  - Hold the rating and qualification on the airplane type for which the TRI rating is sought;
  - Be entitled to act as PIC on the aeroplane type for which the TRI rating is sought;
  - Meet the recency requirements according to Part FCL.915 (b) (2), and
  - Hold a valid class 1 medical certificate.
- To be entitled to commence the SFI course, the applicant must:
  - Hold or have held a professional pilot license (CPL or ATPL); and
  - Have at least 1,500 hours of flying experience as a pilot on multi-pilot airplanes.
- To be entitled to commence the TRI extension course, the applicant must:
  - Be TRI on another type; and
  - Be type rated on the type for which the new TRI rating is sought.
- To be entitled to commence the SFI extension course, the applicant
  - must be SFI on another type.

## Training Documents

Every applicant receives the following documents during the course introduction session:

- Course syllabus
- Training record incl. all check forms
- Handouts concerning the "Teaching & Learning" module (if applicable)
- IOS manual or handout
- Lesson plans for the FFS - sessions

## Benefits

- Flight Training Alliance is able to hold the theory course at the home bases of customers.