

Course Goal

- The aim of the recurrent training and checking is to remain entitled to act as an airline pilot on A220 aircraft.

Prerequisites for Student Pilots

- The pilot has a valid type rating.

Elements of the Recurrent Training

Ground and Refresher Training

- Aircraft systems
- Operational procedures and requirements
- Ground and refresher training at the Flight Training Alliance is conducted by using CBT/WBT
- Technical and operational knowledge will be verified by using a multiple-choice questionnaire
- Checking this knowledge by an instructor/examiner is part of each simulator briefing session
- Documentation of these checks is performed by using customer's forms (if requested) or by using standard forms of FTA's ATO.

Full-Flight Simulator Training

- Full-flight simulator training program is established in a way that all major failures of aircraft systems and associated procedures are covered in each three-year cycle.
- Flight Training Alliance recommends 4 FFS events per year. When omitting REF2, REF4, and REF6, hereby performing 3 FFS events yearly, the minimum requirements of most competent authorities (e.g. EASA, FAA) are still met.

	REF 1	OPC (LPC) 1	REF 2	OPC (LPC) 2
Year 1 (CBT 1) (CBT 2)	Electrical System	Electrical System	Hydraulic System	Hydraulic System
	Anti-Ice / De-Ice	Anti-Ice / De-Ice	Flight Controls	Flight Controls
	Pitot and Static System	APU	Slats / Flaps	Slats / Flaps
	Engine Damage	Engine Failure	Landing Gear / Brakes	Landing Gear / Brakes
	Unreliable Airspeed	Engine Relight	Engine Failure/Damage	ACAS / TCAS
	Pilot Incapacitation	Windshear Recovery	Cold WX Ops / Contam. RWY Ops	Cold WX Ops / Contam. RWY Ops
	Volcanic Ash Procedure	GPWS / CFIT Avoidance CAT 2/3	ETOPS (if applicable) HGS (if applicable)	CAT 2/3 HGS (if applicable)
Year 2 (CBT 3) (CBT 4)	REF 3	OPC (LPC) 3	REF 4	OPC (LPC) 4
	Air-Conditioning	Air-Conditioning	Fuel System	Fuel System
	Pressurization	Pressurization	Electrical System	Fuel Leak
	Communication System	Communication System	Autopilot / Flight Director	Autopilot / Flight Director
	All Engine Failure	Rapid Depressurization	Pilot Incapacitation	ACAS / TCAS
	Engine Relight	Emergency Descent	Slow Flight / Stall	Unusual Attitude Recovery
	On-Ground Emergency Evacuation	GPWS / CFIT Avoidance CAT 2/3	Steep Turns PNP RNAV (if applicable)	Windshear Recovery CAT 2/3
Year 3 (CBT 5) (CBT 6)	REF 5	OPC (LPC) 5	REF 6	OPC (LPC) 6
	Navigation System	Navigation System	Power Plant	Power Plant
	Radio Altimeter / Transponder	Radar / NAV Receivers	Severe Engine Failure	Stall Warning System
	FMS	FMS	High Altitude Engine Failure	Inflight Engine Relight
	Fire (non-engine)	Smoke / Removal	Engine Relight	Engine Fire/Separation
	Smoke	Windshear Recovery	Depressurization	ACAS / TCAS
	Engine Start Malfunction Hot WX Ops	GPWS / CFIT Avoidance CAT 2/3	Emergency Descent Circling Approach	Circling Approach CAT 2/3

Crew Resource Management Training

- Flight crew members are required to complete elements of Crew Resource Management training every year.
- To achieve this goal, elements of the Crew Resource Management are specifically addressed during each full-flight simulator training.
- Flight Training Alliance's training and check sessions are performed as LOFT sessions whenever possible, including the operational and communication aspects

Element	Sub-Element	Dedicated SIM Session	Element	Sub-Element	Dedicated SIM Session
Communication	Atmosphere	REF 1	Workload Management	Completion of Tasks	REF 4
	Information Transfer	OPC/LPC 4		Time Management	OPC/LPC 1
	Information Management	REF 2		Stress and Error Management	REF 5
Leadership and Teamwork	Commandability	OPC/LPC 5	Situational Awareness and Decision-Making	Efficient Preparation	OPC/LPC 2
	Team Ability	REF 3		Efficient Processing	REF 6
	Conflict Management	OPC/LPC 6		Efficient Interaction	OPC/LPC 3

Course Structure and Duration

- Every six months (or 12 months) a four-hour (eight-hour) CBT program
- During each briefing for a check, a 25-question questionnaire will be presented by the examiner
- Briefing time for each simulator session is a minimum of one hour
- Debriefing time is at the instructor's / examiner's discretion
- During each briefing, at least one element of the Crew Resource Management is especially addressed by the instructor/examiner

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