

A220



Bridge Course

Course Description

- Situation: A pilot intends to attend an A220 type rating course but has no previous experience in modern glass cockpits.
- The Bridge Course enables inexperienced trainees to successfully complete an A220 type rating course. The overall philosophy associated with the man-machine interface in highly advanced flight decks is introduced. The importance of clear duty distribution between the PF (Pilot Flying) and the PM (Pilot Monitoring) will be underlined.
- Main focus of the Bridge Course is to make the trainee familiar with the basic features of:
 - PFD (Primary Flight Display): Main instruments within the PFD; display formats; basic T; proper scanning technique.
 - ND (Navigation Display): Main indications within the ND; display formats; proper scanning technique.
 - MFW (Multi-function Window): What is displayed; what can be selected on the MFW.
 - EICAS (Engine Indication and Crew Alerting System): EICAS display philosophy; proper teamwork when dealing with alerts; alert inhibits depending on phase of flight; the different message and warning levels.
- The Bridge Course offers as an add-on to the type rating course:
 - One full-day classroom training.
 - Three days practical training on a full-flight simulator (3 x 4h)
 - Theoretical training is embedded in the theoretical part of the type rating course.
 - Practical training is scheduled before the practical training of the type rating course.
- The BC is not offered as a stand-alone product but will be combined with the A220 Type rating course
- This product description is for reference only. Further level of customization is possible and it will be studied to overcome any eventual gap between the pilot's background and the requirements of the different NCAA and/or the airline requisites.

Aircraft Type

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

Benefits

- Excellent preparation for the A220 type rating course that is due to follow.
- Increases the probability for inexperienced trainees to complete a type rating course successfully in standard time.
- High level of expertise of instructors with crew procedures on highly advanced flight decks.

Course Goal

- To efficiently prepare inexperienced trainees for the practical training part of a type rating course.

Prerequisites for Student Pilots

- Similar to the type rating course, the Bridge Course is recommended for trainees who meet one of the following criteria:
 - Limited or no experience on FMS-equipped aircraft types
 - Limited or no experience on glass cockpit aircraft types
 - Total experience on MPA aircraft types is below 500 flight hours
 - Recent experience in the last 12 months on MPA aircraft types is below 50 flight hours

Training Documents

- The training documentation is the same as for the type rating course, with following extensions:
- Course syllabus is extended accordingly.
 - Training record is extended accordingly.

Theoretical Training

- Theoretical training is performed during the theoretical phase of the type rating course. One additional classroom lesson (1 day) will be scheduled:
- General flight deck design philosophy.
 - What is “dark cockpit philosophy”?
 - Proper scanning technique for advanced flight decks, featuring PFDs and NDs.
 - Standard operating procedures in relation to EICAS.
 - CAS message levels and their meaning.
 - Colors used on displays and their meaning.
 - Proper use of the Multifunction Keyboard Panel (MKP) and the Cursor Control Panel (CCP).
 - The importance of standard operating procedures in terms of PF and PM duties.

Practical Training and Checking

- Practical training is performed immediately before the first full-flight simulator lesson of the type rating course. Similar to the MCC Course, practical training can alternatively be positioned in front of the FTD part of the type rating.
- FFS training is in total 12 hours per crew (three times four hours).
 - The third FFS mission of the Bridge Course serves as phase check to assess that the trainee is ready for the type rating FFS missions.
 - Each practical training is preceded by a 1.5-hour briefing and followed by a detailed debriefing of the instructor.

Course Structure and Duration (typical)*

Theoretical training

- Classroom training 8 hours

Practical training

- Three lessons on FFS, 4 hours each

* Further level of customization, including additional sessions might be studied if needed to overcome any eventual gap between the pilots' background and the requirements of the different NCAA and/or the airline requisites.

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