

# Introduction

Welcome to your A320 recurrent training for the period beginning July 1, 2015. The support documents you will need are in this electronic package. The RLE is administered as a function of crewmember qualification and currency. The scenario may involve an enroute diversion, so a careful review of appropriate diversion procedures is warranted. Additional training modules and documents are provided on AAPilots to enhance your procedural knowledge and training experience. It is our goal to make this a learning experience as much as an evaluation. Because of this, you can expect your Check Airmen to conduct a thorough briefing and debriefing.

It will be necessary to have this package on your iPad during your session.

Your first day of simulator training will be conducted by a Simulator Pilot, and will include a review of procedures and maneuvers. Your review of the OM Volume 1 and QRH Maneuvers section is critical to successful training. Your instructor will expect you to know Limitations and Memory Items. Your training will include the following maneuvers and events:

Rejected Takeoff Engine Out Approach	Engine Fail V1	O2 Mask Use
Holding	Engine Out Landing	Engine Out Missed Approach Go-Around/Missed
Autoland	CAT III Approach	Approach Systems Non-Normal Automation Level
Emergency Landing RNAV (RNP)	RNAV Departure	Change Engine Fail Critical Phase of Flight
Approaches Non-ILS Approach	Ground Evacuation	
	FMC Work	

A Check Airmen will conduct your second day in the simulator. During your briefing, you will be asked questions on the following:

Exterior Preflight	Systems	Memory Items and Limitation
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Additionally, you will discuss Hot Items and the RLE.

The simulator session will include an RLE scenario followed by Advanced Training Maneuvers (RAD). For the RLE, you must bring the following items with you:

- Ear Piece or Personal Headset (Simulator Headset provided)
- iPad
- QRH
- Checklist
- Captains: External battery

# Continuing Qualification Overview

Continuing Qualification (CQ) training consists of distance learning, one day of classroom and two days of simulator training/evaluation:

- **Distance learning.** Conducted each quarter throughout a calendar year.
- **Day 1.** Ground training only; Aircraft Systems (RGS), Flight Manual (FMB), Human Factors (RHF) and Security (SEC)<sup>1</sup>.
- **Day 2.** Maneuvers Training (RTS) and Security Training (SEC)<sup>1</sup>.
- **Day 3.** Line Operational Evaluation (RLE) during an R9 or Maneuvers Validation (RVA) during an R18 combined with Advanced Training (RAD).

Day 1		Day 2		Day 3	
Ground Training		Simulator Day 1		Simulator Day 2	
Aircraft Systems (RGS)	3:15	Brief	2:00	Brief	2:00
Flight Manual (FMB)	0:45	Maneuvers Training (RTS)	4:00	R9: Line Operational	2:00
Human Factors (RHF)	1:30	Debrief	0:30	Evaluation (RLE)	
				– or –	
		Security (SEC) <sup>1</sup>	1:00	R18: Maneuvers Validation (RVA)	
				– and –	
				Advanced Training (RAD)	2:00
				Debrief	0:30
Total	5:30	Total	7:30	Total	6:30

<sup>1</sup> SEC normally occurs on Day 2, but may occur on Day 1.

CQ Training occurs over a 36-month cycle, divided into 9-month base month training intervals.

## Ground Training

### Overview

CQ ground training consists of distance learning and classroom instruction. Distance learning is divided into four quarters; (Q1) January to March, (Q2) April to June, (Q3) July to September, and (Q4) October to December. Distance Learning is due by the 15th of the last month in each quarter. For example, Quarter 1 Distance Learning is normally launched on January 1st and is due by no later than March 15th.

Classroom training consists of Aircraft Systems (RGS), Flight Manual (FMB), Human Factors (RHF) and Security (SEC). Each class is generally conducted in different classrooms, with a 15-minute break between classes for transit time.

SEC is normally conducted on the second day of CQ (RTS day), either before or after simulator training (RTS), but may also be conducted on the first day of training (as required by duty day limitations or resource availability).

### Schedules

Detailed schedules for each CQ ground training course are provided on the Training & Quals pages of AAPilots.com.

# Aircraft Systems (RGS)

Aircraft systems are reviewed during CQ Aircraft Systems Training (RGS). 3:15 is allocated for RGS:

- 2:45 for aircraft systems
- 0:30 for emergency equipment and doors training

Aircraft systems are divided across four 9-month training intervals so that all systems are reviewed by the end of each 36-month training cycle. Fleet-specific systems may be included in addition to the required systems during each training interval. The following table defines the minimum aircraft systems required for each training interval:

Interval 1 JUL 2015 – MAR 2016	Interval 2 APR 2016 – DEC 2016	Interval 3 JAN 2017 – SEP 2017	Interval 4 OCT 2017 – JUN 2018
Automatic Flight Flight Instruments Navigation Communications FMS Fleet-Specific Systems	Flight Controls Hydraulics Landing Gear and Brakes Fleet-Specific Systems	Pneumatics, Air Conditioning, and Pressurization Electrical Ice and Rain Protection Fleet-Specific Systems	Auxiliary Power Unit Fire Protection Fuel Power Plant Fleet-Specific Systems

## Flight Manual Review (FMB)

Flight Manual (FMB) training reviews Flight Manual Part I and II, excluding subjects related to human factors, security or international subjects.

## Human Factors (RHF)

Human Factors (RHF) training is a stand-alone class that covers Threat and Error Management, safety concerns, high threat level ASAP events, FOQA events and hot items.

## Security (SEC)

Security Training (SEC) consists of security general subjects, self-defense, Flexcuff use and threat level response.