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# airbus 320 self sponsored type rating training



*skills for flight*

**Oxford**  
aviation academy

## Oxford Aviation Academy training philosophy

*“Oxford Aviation Academy believes that the key to all successful training is efficient two-way communication between the trainee and instructor.*

*Successful training is characterised by instructors giving support and encouragement through a trainee-centred and solution-focused approach”.*



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# welcome to Oxford Aviation Academy

Oxford Aviation Academy (OAA) is the world's leading independent provider of aviation training, personnel solutions and technical support services.

The OAA Group offers professional pilot training from ab initio through to type rating - including base and line training. Cabin Crew and EASA 147 Engineer training courses are also provided as well as aviation resourcing and technical support services through Parc Aviation.

The scope, range and breadth of OAA's services represents more than 150 years of combined experience in the industry. OAA is well placed to meet the needs of customers worldwide with 10 training centres conveniently located at major airports throughout Europe, North America, Australia and Asia Pacific.

OAA's Type Division offer Type Rating Training (TRT) on a range of commercial aircraft types including: B737, B757, B767, MD80, DC10, A320, A330, A340, Embraer E-Jet 170/190, Dash8-100/300 and Dash8-Q400, Saab 340 and 2000, BAE Systems RJ, 146, ATP and Jetstream, F50 and Bell/AB-212/412. We are also manufacturer approved by Airbus, Embraer, Saab and BAE SYSTEMS

We employ the highest standard of instructors together with state of the art courseware and training devices, including 38 Full Flight Simulators. In addition, most of our instructors are active airline pilots.

Currently Type Rating Training is offered at our seven TR Training Centres in Europe and Asia located at airport convenient sites at London Gatwick, London Heathrow, Manchester, Stockholm, Oslo, Copenhagen and HongKong.

The following is a general description of a typical A320 standard Type Rating Training, following the JAA requirements.



**Per de la Motte,  
Director of Training**





## objectives

The objectives of the Airbus A319/30/321 Type Rating course are to train cockpit crews to:

- Operate the aeroplane within prescribed limitations.
- Complete all manoeuvres smoothly and accurately.
- Exercise good airmanship and CRM.
- Maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt.
- Understand and apply SOP, crew coordination and incapacitation procedures when applicable.

Completion of the syllabus in the TRTO Training Manual ensures compliance with JAR-FCL 1. The training exercises have been determined with reference to the learning objectives and the requirements mentioned in the JAR-FCL 1.240, Appendix 1 and 2 to JAR-FCL1.240 & 1.295, IEM-FCL 1.240(b)(1) & 1.262(c)(2) and AMC-FCL 1.261(a). Training exercises are addressed in a systematic order and repeated where needed. Instrument approaches will be exercised down to CAT 1 limits. For approaches and landings down to the certified visibility limits a low visibility-training module is available.

The course has been designed to also comply with the objectives of the MCC training, as specified in JAR-FCL 1.261(d). Two MCC modules are available to combine MCC training with the initial type-rating course – refer to 1.2 – Course elements.

## course content

Mandatory	Optional
Aeroplane systems	Low Visibility Procedures Training
Performance	Aircraft Training
FMGS Trainer (Practical training)	
OTD (FTD and 'Paper Tiger')	
SOPs and Manoeuvres - Explanation	
Fixed Base Simulator Training	
Flight Simulator Training	
Licensing Skill Test	

# prerequisites

## type rating

- At least 70\* hrs as pilot in command of aeroplanes
- Valid ATPL or valid CPL with ATPL theory
- Multi engine – instrument rating
- MCC Certificate\*\*
- Adequate fluency in reading, speaking & understanding English language: ICAO Level 4.
- Valid class 1 Medical Certificate

\* At least 100 hrs. PIC is required if you come from a modular training background.

\*\* MCC training can be integrated into the type-rating course. Pilots holding a valid helicopter MCC certificate + over 100 hrs ME helicopter pilot experience or have more than 500 hrs ME helicopter experience meet the MCC requirement. The Head of Training checks whether the above pre-requisites are complied with.

## additional - abbreviated type rating

- Experience on a JAR-FAR 25 certified multi-pilot, multi turbine engine ariplane with a minimum takeoff weight of at least 10 tons and/or certified for more than 19 passengers.
- For Airbus CCQ - the trainee should have a valid type rating and at least 150 hours of flying experience as pilot on Airbus 320, 330, 340.

# ground training

The Ground Training consists of the following course elements:

## technical training

Conducted through Web Based Training (CBT). Covers the Aeroplane systems. It complies with the requirements of theoretical knowledge instruction stated in AMC FCL 1.261(a) and covers systems' description and description of operational procedures. The CBT course contains approximately 40 hours of instruction; duration 8 days.

An instructor is available for support during all CBT lessons. A cockpit mock-up (Paper Tiger) is available for familiarisation with the cockpit layout and the locations of the controls and indicators.

In addition to the 'paper tiger', the trainees will also have access to an FMGS training software available on OAA controlled training tools. There will also be 3 designated instructor lead review sessions slotted between the CBT sessions.

The web based course offers a comprehensive instructor led introduction, review and knowledge assessment during the first day at the OAA training centre.

## performance, mass & balance

The performance course is the part of the theoretical knowledge instruction, which is covered by means of classroom instruction.

It comprises explanation of tables and charts used for performance calculations as well as exercises. The duration of this element is 1½ days.

## standard operating procedures (sop)

In preparation for the practical training, a course element is included which explains the standard operating procedures to be applied. In principle these are the Airbus prescribed SOPs, however customer SOPs can also be applied, if so requested. The duration of this element is 1 day.

**theory examination** is a supervised, closed book, written test containing 100 multiple-choice questions, covering all main subjects in the syllabus. The pass mark is 75% in each of the main subjects. The duration of the examination is 3 hours.

## otd (other training device) training,

is used to familiarise the trainee with the controls and indicators in the simulated cockpit and acquire the necessary understanding and skill to enter the flight simulator training. As this training is done in a simulated cockpit environment, it allows exercising multi-crew aspects in all phases and circumstances. Duration of this element is 2 sessions of 4 hours each. There may be additional sessions scheduled depending on the customer's requirements.

**Total duration - ground training: 13 days.**







## simulator training

Access to the Full Flight Simulator portion of training is provided upon successful completion of ground training. It comprises:

### flight simulator training

Covers all procedures and manoeuvres and is completed in a fully dynamic flight environment. The **duration** is 9 sessions FFS and 1 session OTD, of 4 hours each. In preparation of each session a 1½ hour briefing will be conducted. At the end of each session, a de-briefing is conducted, including a session review and a preparation for the next session.

### licensing skill test

OAA will provide the examiner with the trainee's records folder, the completed application form and a skill test form for each candidate. The type rating application to the civil Aviation Authority needs to be completed by each trainee.

## options

### low visibility procedures training

is an optional module that consists of approximately 3 hours of CBT and one 4-hour simulator training session. The CBT explains the regulations and use of equipment and procedures. The flight simulator training covers take-off and landing operations down to the certified minimum visibility limits.

### aircraft training

Can be included as an option if so desired by the customer. As part of this course element, a complete walk around check of the aeroplane is done with the instructor. For trainees with more than 500 hours MPA experience, 4 landings are mandatory, of which at least one is a full stop landing. In all other cases, the trainee must perform 6 landings, of which at least one must be a full stop landing. The duration depends on the positioning and return flight.

## grading

The trainee's folder is issued at the start of the training and will be used to record classroom attendance and report progress during the practical training. OTD session 2/FFS session 1 serves as the entry requirement to the next phase of full flight simulator training. The instructor will assess the trainee's progress at the end of this session and upon satisfactory evaluation, the trainee will be released to the next phase of training. If progress appears insufficient, the instructor will propose remedial training at this time. Upon completion of this training, a copy of the completed training folder will be sent to the customer's Chief Pilot or other point of contact as desired.

## documentation - operational standards

All documents necessary to complete this type rating course are available at the training centre. However, in the event a customer wishes to be trained in accordance with the operator's operational standards such as SOPs, checklists, manuals or others, then these relevant documents must be in prior possession of OAA and familiarisation training for OAA instructors must be arranged. In some cases, it may be advantageous for OAA instructors to observe one or more line sectors on the customer's routes.

## certificates

A certificate of completion can be issued by OAA for completion of any part of the type rating course. This will certify that the subject part of the training has been completed in compliance with the approved syllabus. This is separate from the certificate that states "successful completion" which has to be in accordance with JAR-FCL and issued upon completion of a formal examination or test.



Arne Lund-Pedersen,  
Deputy Chief Flight  
Instructor A320

*"We are striving for the ultimate in training. To deliver on this promise it takes a vast amount of training experience but also enthusiasm for the task at hand. Structure, guidance, work books, training equipment - all play an important part in our training but it is the personal touch and personalised solution to training challenges that only the true experts can deliver."*



# generic course schedule

## ground course footprint option 1 - web based

	Day 1	Day 2	Day 3	Day 4	Day 5
Week 1	<b>CBT Study:</b>	<b>CBT Study:</b>	<b>CBT Study:</b>	<b>CBT Study:</b>	<b>CBT Study:</b>
	Aircraft Systems	Aircraft Systems	Aircraft Systems	Aircraft Systems	Aircraft Systems
	*Time: 8 hrs	*Time: 8 hrs	*Time: 8 hrs	*Time: 8 hrs	*Time: 8 hrs

	Day 6	Day 7	Day 8	Day 9	Day 10
Week 2	<b>CBT Study:</b>	<b>CBT Study:</b>	<b>Review Session:</b>	<b>Technical Test:</b>	<b>Performance:</b>
	Aircraft Systems	Aircraft Systems	-Introduction, Technical review. -Questions and answers. -Trainee know- ledge assessment.	Test *Time: 2½ hrs  Review after test *Time: 30 min.	Classroom Tuition  *Time: 5 hrs
	*Time: 8 hrs	*Time: 8 hrs	*Time: 8 hrs	<b>Mass &amp; Balance</b> Classroom Tuition  *Time: 3 hrs	<b>Mass &amp; Balance / Performance Test</b>  Test  *Time: 3 hrs

	Day 11	Day 12	Day 13
Week 3	<b>SOP</b>	<b>OTD 1</b>	<b>OTD 2</b>
	Classroom tuition  -Normal procedures -Normal checklist -Abnormal checklist -MEL	-Systems familiarization -Cockpit familiarization -Checklist/SOP familiarization  *Time: 4 hrs OTD	Normal proce- dures  Abnormal procedures  *Time: 4 hrs OTD
	*Time: 8 hrs		

### Notes

\* All estimated times are approximate.

A. Instructor-led activities and OTD sessions may be rearranged for scheduling reasons. Course may be longer than optimum schedule shown.

B. Days are working days, Monday to Friday, 8 hrs including lunch break.

C. Course disposition option 1 is recommended for; "Pilots with previous type rating on a JAR/FAR 25 certified multi-pilot, multi turbine engine airplane".

## ground course footprint option 2

	Day 1	Day 2	Day 3	Day 4	Day 5
Week 1	<b>Welcome:</b> Course introduction *Time: 2 hrs	<b>CBT Study:</b> Aircraft Systems *Time: 8 hrs	<b>CBT Study:</b> Aircraft Systems *Time: 8 hrs	<b>Review Session</b> - Questions and answers. - Trainee knowledge assessment *Time: 4 hrs	<b>CBT Study:</b> Aircraft Systems *Time: 8 hrs
	<b>CBT Study:</b> Aircraft Systems *Time: 6 hrs			<b>CBT Study:</b> Aircraft Systems *Time: 4 hrs	

	Day 6	Day 7	Day 8	Day 9	Day 10
Week 2	<b>Review Session:</b> -Questions and answers. -Student knowledge assessment. *Time: 4 hrs	<b>CBT Study:</b> Aircraft Systems *Time: 8 hrs	<b>Review Session:</b> -Questions and answers. -Student knowledge assessment. *Time: 4 hrs	<b>Technical Test:</b> Test *Time: 2½ hrs Review after test *Time: 30 min.	<b>Performance:</b> Classroom Tuition *Time: 5 hrs
	<b>CBT Study:</b> Aircraft Systems *Time: 4 hrs		<b>CBT Study:</b> Aircraft Systems *Time: 4 hrs	<b>Mass &amp; Balance</b> Classroom Tuition *Time: 3 hrs	<b>Mass &amp; Balance / Performance Test</b> Test *Time: 3 hrs

	Day 11	Day 12	Day 13
Week 3	<b>SOP</b> Classroom tuition -Normal procedures -Normal checklist -Abnormal checklist -MEL *Time: 8 hrs	<b>OTD 1</b> -Systems familiarization -Cockpit familiarization -Checklist/SOP familiarization *Time: 4 hrs OTD	<b>OTD 2</b> Normal procedures Abnormal procedures *Time: 4 hrs OTD

### Notes

\* All estimated times are approximate.

A. Instructor-led activities and OTD sessions may be rearranged for scheduling reasons. Course may be longer than optimum schedule shown.

B. Days are working days, Monday to Friday, 8 hrs including lunch break.

C. Course disposition option 2 is **recommended** for; "Pilots **without** previous type rating on a JAR/FAR 25 certified multi-pilot, multi turbine engine airplane".

## full flight simulator footprint type rating training

Synthetic Flight Training part of Type Rating Training																			
Phase of Training	P1		P2		P3			P4						P5					
Training Session	S1	S2	S3	S4	C1	S5	S6	S7 M	S8 M	S9 M	S10 L	S11 L	S12 L	S13 V	S14 Z	S15 Q	S16 H	ST **	AC
Instructor Qualification Requirements	SFI TRI	SFI TRI	SFI TRI	SFI TRI	SFI TRI	SFI TRI	SFI TRI	SFI TRI	SFI TRI	SFI TRI	SFI TRI	SFI TRI	SFI TRI	SFI TRI	TRI	SFI TRI	SFI TRI	TRE	TRI
											<i>Customer add-ons on request. Not part of Type Rating</i>								

\*\* According to OAA UK, the training department can recommend two skill tests depending on the customer's prior knowledge.  
Our recommendation is to include enough time in between the training sessions for study and rest to excel in the Type Rating programme, this is especially important when training low experienced pilots.

## full flight simulator footprint abbreviated type rating training

Synthetic Flight Training part of Abbreviated Type Rating Training																			
For pilots with previous experience on a JAR-FAR 25 certified multi-pilot, multi turbine engine airplane.																			
Phase of Training	P1	P2		P3			P4						P5						
Training Session	S1	S2	S3	S4	C1	S5	S6	S7 M	S8 M	S9 M	S10 L	S11 L	S12 L	S13 V	S14 Z	S15 Q	S16 H	ST**	A/C
Instructor Qualification Requirements	SFI TRI	SFI TRI	SFI TRI	SFI TRI	SFI TRI	SFI TRI	SFI TRI	SFI TRI	SFI TRI	SFI TRI	SFI TRI	SFI TRI	SFI TRI	SFI TRI	TRI	SFI TRI	SFI TRI	TRE	TRI
											<i>Customer add-ons on request. Not part of Type Rating</i>								

\*\* According to OAA UK, the training department can recommend two skills test depending on the customer's prior knowledge.

### notes

C refers to OTD.  
S refers to FFS (Full Flight Simulator) FSTD 1A.  
M refers to Mission session.  
L refers to LOFT session.  
V refers to Low Visibility Qualification Training (May be incorporated in to the standard Type Rating sessions).  
Z refers to Zero Flight Time Training.  
Q refers to Route Qualification Training

H refers to Head Up Display Training (may be incorporated in to the standard Type Rating sessions).  
ST refers to Skill test  
A/C refers to Aircraft Training (not required when conducting Zero Flight Time Training).  
Shaded sessions are optional  
Mission sessions may be changed for LOFT

# equipment

## cbt (computer based training)

CBT can be delivered via the Internet or other means (i.e. USB) and accessed via a workspace for self-study in OAA's facilities. Alternatively with the use of a personal laptop, the students can access the CBT by choosing another location where the Internet is available. The workspace consists of a normal desktop of 0,90m x 1,80m. Headphones are used for audio.



## classrooms

Classroom instruction is performed in a classroom fully equipped with audio-visual aids. The classroom is also fitted with incandescent lighting, heating, ventilation and top cooling.



## cockpit devices (paper tigers) and pictures

As part of the course facilities, students also have access to the 'Paper Tigers' for cockpit familiarisation and checklist rehearsals. The visual display of pictures arranged similarly to a cockpit layout assist trainees to better visualize the location of system controls and indicators and also the flow of checklists.



## otd (other training device)

The OTD serves as an additional hi-tech flight training device with full touch screen functions for all cockpit controls and indications and serves to assist with the student's operational understanding of cockpit systems, ECAM and EFIS displays and FMGS programming. It will also be used to assist the training phase involving malfunctions. The OTD sessions ensure that the students are ready to move on to the Full Flight Simulator.



## flight simulator

Fixed Base as well as Flight Simulator training is conducted on one of OAA's A320 level D qualified Full Flight Simulators.



## aircraft

This phase can be carried out using the customer airline's own aircraft, if applicable. If the trainees are not yet employed by an airline, OAA can arrange the provision of aircraft training. In such cases copies of the appropriate aircraft documents will be retained in OAA's archives such as:

- Type Certificate
- Certificate of Airworthiness
- Certificate of insurance (to cover training flights)

Since the aircraft is rented by OAA for the purpose of training, an aeroplane rental agreement shall be established between the parties. Copies of such rental agreements are retained in the TRTO's archives.

OAA also offers solutions for aircraft training where the agreement is between the self sponsored individual pilot and the airline. In this case the pilot is provided with the necessary documents by OAA to be filled out by the participating airline.

- OAA are currently working with Novair for the provisioning of A320 aircraft training.
- For Aircraft training with Air Berlin, the training agreement is directly between the trainee and Air Berlin.





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