

# A320 Type Rating

## "Simulator only"

### Training information:

The Type Rating (TR) is an authorization that allows an airline transport pilot to perform his or her duties on a particular aircraft type.

FLEXSIM offers "Type Rating" training to enable the candidate to obtain the privileges of the A320 aeroplane type rating, in accordance with European Regulation FCL.725.

The type rating is valid for one year. Thereafter, it shall be renewed.

FLEXSIM does not offer base training.

The training course is divided into 3 parts and followed by a flight simulator check.

<b>Field:</b> Type rating	<b>Responsible:</b> François GARBE	<b>Seats:</b> 2
<b>Topic:</b> A320 pilot	<b>Educational fees:</b> Total: 15500 € /trainee VAT Non applicable	<b>Duration:</b> E-Learning: 60H Theoretical instruction: 60H Flight Simulator Training: 54H Total: 174H
<b>Certification:</b> Yes	<b>Funding plan:</b> Yes	<b>Formation training:</b> On request
<b>Modalities:</b> On site	<b>Registration contact:</b> contact@flexsim-ato.com	

### Relevant participants:

Pilots wishing to obtain an Airbus A320 Type Rating.

### Access delays:

All our trainings are provided « on demand » depending on your availabilities, our instructors/simulators availabilities and administrative deadlines for certain trainings or fundings. (DGAC, CPF, pôle emploi...).

## Objectives:

The objective of the training is to train the candidate to achieve the level of proficiency required to exercise the privileges of the A320 type rating.

### **Part 1: Computer Based Training (60 hours)**

The CBT (Computer Based Training) E-Learning provides the candidate with the basic knowledge of the aircraft for which the type rating is being performed.

CBT training is conducted online using the FLEXSIM CBT provider. The candidate obtains access to the online platform and identification information 20 days before the start of the course. At any time, the candidate may contact a FLEXSIM Instructor for additional information or questions.

The modules included in the CBT are:

- ➔ Aircraft General ;
- ➔ Oxygen System ;
- ➔ Electrical System ;
- ➔ Hydraulic System ;
- ➔ Landing gear and brakes ;
- ➔ Auxiliary Power Unit (APU) ;
- ➔ Pneumatic System ;
- ➔ Air Conditioning ;
- ➔ Pressurization System ;
- ➔ Power Plant ;
- ➔ Fuel System ;
- ➔ Fire Detection and Protection ;
- ➔ Autoflight ;
- ➔ Instruments ;
- ➔ Navigation ;
- ➔ FMGS ;
- ➔ Communication ;
- ➔ Flight Controls ;
- ➔ Ice and Rain Protection.

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## **Part 2: Theoretical instruction (60 hours)**

Theoretical instruction provides the candidate with a thorough understanding of normal, abnormal and emergency operation of aircraft systems.

Training also includes the study of critical aircraft operating systems

Theoretical instruction phase also includes:

- ➔ 50 hours of theoretical course in classroom;
- ➔ 10 hours on Cockpit Procedure Trainer/FMC.

## **Part 3: Practical instruction – Simulator (54 hours)**

The training phase on the flight simulator allows the candidate to acquire all the knowledge and skills necessary for the normal and abnormal operations of the aircraft system. It allows you to learn how to operate the aircraft safely and deal with emergencies.

The simulator instruction phase includes:

Theoretical instruction phase also includes:

- ➔ 32 hours of practical training (FFS);
- ➔ 4 hours evaluation Skill Test (FFS).

Each session includes one additional Briefing hour and one additional Debriefing hour.

## **Requirements:**

An applicant for a type rating shall comply with the following requirements and prerequisites for the issue of the relevant rating:

- ➔ Have at least 70 hours of flight experience as PIC on aeroplanes.
- ➔ Hold a multi-engine IR (A).
- ➔ Have passed the ATPL (A) theoretical knowledge examinations in accordance with Part-FCL.
- ➔ Hold a certificate of completion of an MCC Course in aeroplanes, or comply with the requirements of Part-FCL 720.A (d)(4).
- ➔ have completed and hold a certificate of completion for the training course specified in FCL.745.A (advanced) UPRT.
- ➔ Hold an ICAO English level 4 or higher.

**Note:** An applicant for an additional MPA type rating shall hold a valid multi-engine IR (A) and 500 hours MPA.

## Program and schedule:

Generally, training takes place as follows. However, it is subject to change depending on simulator availability.

Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7
CBT	CBT	CBT	CBT	CBT	OFF	OFF
Day 8	Day 9	Day 10	Day 11	Day 12	Day 13	Day 14
CBT	CBT	CBT	CBT	CBT	OFF	OFF
Day 15	Day 16	Day 17	Day 18	Day 19	Day 20	Day 21
Classroom System Review (06:00)	Classroom System Review (06:00)	Classroom System Review (06:00)	TEST System PBN Theory (06:00)	TCAS Upset Rec. Limitations Mass & Balance (06:00)	OFF	OFF
Day 22	Day 23	Day 24	Day 25	Day 26	Day 27	Day 28
Perfos (06:00)	Normal Procedures (NP) (06:00)	CPT/FMC Trainer (NP) (06:00)	Non Normal Procedures (AEP) (06:00)	CPT/FMC Trainer (AEP) (06:00)	OFF	OFF
Day 29	Day 30	Day 31	Day 32	Day 33	Day 34	Day 35
FFS01 (04:00*)	FFS02 (04:00*)	FFS03 (04:00*)	FFS04 (04:00*)	FFS05 (04:00*)	OFF	OFF
Day 36	Day 37	Day 38	Day 39	Day 40	Day 41	Day 42
FFS06 (04:00*)	FFS07 (04:00*)	FFS08 (04:00*)	OFF	OFF	Skill Test (04:00*)	
Day 43	Day 44	Day 45	Day 46	Day 47	Day 48	Day 49
ZFTT (TBD)						

(\*) +1h briefing and + 1h debriefing

### Teaching, technical and other resources:

- TKI, SFI(A) or TRI(A);
- SFE(A) or TRE(A);
- Classrooms;
- Manuals, documents and paper and/or electronic check-list;
- Video projector;
- Briefing room;
- Flight simulator;
- Debriefing room.

The classroom is located **43 Avenue Robert Schuman, 94150 Rungis, France.**

The A320 simulator is located at **SIMAERO 26 Avenue de la Demi-Lune, 95700 Roissy-en-France, France.**