



A 310 / A 300-600
FLIGHT CREW TRAINING MANUAL

Course: **IFL 05**
Name: **F/O W. Hakansson**
Date: **14 NOV. 1989**

A 310
A 300-600

SIM: 1
CM-2

TAKE OFF DATA		
AIRPORT : <u>LFBO</u>	OAT : <u>14 °C</u>	RVR : <u>CAVOK</u>
RWY : <u>15 R</u>	QFE : <u>1012</u>	CEILING : _____
TOW : <u>120T (A 310)</u> <u>130T (A 300-600)</u>	QNH : <u>1030</u>	_____
CG : <u>25 %</u>	WIND : <u>000 / 00</u>	THRUST : <u>FLEX TO</u>
FLAPS : <u>15°</u>	RWY COND : <u>DRY</u>	VISUAL : <u>TWILIGHT</u>

INSTRUCTOR'S NAME :

C. MARSHALL

IN THE RIGHT HAND COLUMN FOR EACH EXERCISE WILL BE PUT <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">⊕ ABOVE STANDARD</div> <div style="text-align: center;">- BELOW STANDARD</div> </div> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <div style="text-align: center;">+ STANDARD</div> <div style="text-align: center;">⊖ SAFETY INVOLVED</div> </div>	
PROGRESS IS NORMAL	<input checked="" type="checkbox"/>
_____ NEEDS EXTRA TRAINING NOW	<input type="checkbox"/>
_____ MAY NEED EXTRA TRAINING IF PROGRESS DOES NOT IMPROVE	<input type="checkbox"/>
INSTRUCTOR'S SIGNATURE 	TRAINEE'S SIGNATURE



APPLICATION OF PROCEDURES	⊖	-	+	⊕
NORMAL PROCEDURES			+	
ABNORMAL PROCEDURES			+	
EMERGENCY PROCEDURES				
COMMENTS <i>Good procedures.</i>				
GENERAL PERFORMANCES	⊖	-	+	⊕
ACCURACY			+	
CREW COORDINATION			+	
USE OF FLIGHT DIRECTOR			+	
IFR PROCEDURES			+	
MINIMA - RESPECT			+	
COMMENTS <i>No problems.</i>				
SPECIALS ITEMS	⊖	-	+	⊕
SPEED CONTROL			+	
ALL ENGINES ILS DOWN TO..... <i>200 ft.</i>			+	
ONE ENGINE ILS DOWN TO.....ft			+	
ADFCR APPROACHES USING FPV <i>Visual</i>			+	
USE OF FMS			+	
USE OF AFS			+	
USE OF ECAMS			+	
TASK SHARING/CREW COORDINATION			+	
COMMENTS <i>Normal.</i>				



Course: IFL 05

Name: F/O W. Hakansson

Date: 14 NOV. 1989

GENERAL COMMENTS

Normal progress —

P	L		PF	PNF
		1 - TRANSIT COCKPIT PREPARATION		+
		2 - ENGINE START		+
		PF: CM 1		
		3 - TAXI		+
		4 - TAKE-OFF - CLEAN UP (VMC)		+
		5 - CLIMB FL 100		+
		6 - 45° BANK TURNS (FPV)		+
		7 - (ATS ON) ACCELERATE VMO		+
		8 - (Pitch feel off) 45° BANK TURNS (Restore)		+
		9 - (ATS OFF) APPROACH TO STALL - CLEAN (RAW DATA)		+
		10 - APPROACH TO STALL - LANDING CONFIGURATION (FD)		+
		11 - INIT 330 (ATS ON) ACCELERATE MMO - MACH TRIM EFFECT		+
		12 - SPEED BRAKES EFFECT		+
		13 - ALPHA TRIM EFFECT		+
		14 - STUDY OF DUTCH ROLL		+
		15 - (ATS OFF) APPROACH TO STALL (25° BANK) (RAW DATA)		+
		16 - INIT 100 - DESCENT		+
		17 - (ATS/AP ON) - STABILIZED ILS APPROACH & AUTOLAND INCLUDING THE STUDY OF PITCH & SPEED TREND		+
		18 - TAKE-OFF (VMC)		+
		19 - STABILIZED ILS APPROACH (FD - VMC)		+
		20 - GO-AROUND		+
		21 - DECELERATED ILS APPROACH (VMC - AP ON)		+
		22 - LANDING - AP DISCONNECTED AT 400 FT		+
		PF: CM 2		
		1 - TAKE-OFF - CLEAN UP		+
		2 - CLIMB FL 100		+
		3 - 45° BANK TURNS		+
		4 - ACCELERATE VMO		+
		5 - (Pitch feel off) 45° BANK TURNS (Restore)		+
		6 - APPROACH TO STALL - CLEAN (RAW DATA)		+
		7 - APPROACH TO STALL - S/F 20° (FD)		+
		8 - INIT 330 - APPROACH TO STALL (25° BANK) (RAW DATA)		+
		9 - STUDY OF DUTCH ROLL		+
		10 - INIT 100 - DESCENT		+
		11 - STABILIZED ILS APPROACH (FD-VMC)		+
		12 - GO-AROUND		+
		13 - STABILIZED ILS APPROACH (FD)		+
		14 - LANDING		+
		15 - TAKE-OFF (VMC)		+
		16 - VISUAL APPROACH (ILS SUPPORTED - VASI) (FPV)		+
		17 - LANDING		+
		18 - TAXI		+
		19 - PARKING		+



A 310 / A 300-600
FLIGHT CREW TRAINING MANUAL

Course: **JFL 05**
Name: **F/O W. Hakansson**
Date: **16 NOV. 1989**

A 310
A 300-600

SIM : 2
CM - 2

TAKE OFF DATA		
AIRPORT : <u>LFBO</u>	OAT : <u>10 C</u>	RVR : <u>800 M</u>
RWY : <u>15 R</u>	QFE : <u>987</u>	CEILING : <u>300 FT</u>
TOW : <u>120T (A 310)</u> <u>130T (A 300-600)</u>	QNH : <u>1005</u>	
CG : <u>MAXI AFT</u>	WIND : <u>100/15 KT</u>	THRUST : <u>FLEX TO</u>
FLAPS : <u>0°</u>	RWY COND : <u>WET</u> <u>LESS THAN 03 mm</u>	VISUAL : <u>TWILIGHT</u>

INSTRUCTOR'S NAME : **C. MARSHALL**

IN THE RIGHT HAND COLUMN FOR EACH EXERCISE WILL BE PUT:

⊕ ABOVE STANDARD	- BELOW STANDARD
+ STANDARD	⊖ SAFETY INVOLVED

PROGRESS IS NORMAL	<input checked="" type="checkbox"/>
..... NEEDS EXTRA TRAINING NOW	<input type="checkbox"/>
..... MAY NEED EXTRA TRAINING IF PROGRESS DOES NOT IMPROVE	<input type="checkbox"/>

INSTRUCTOR'S SIGNATURE 	TRAINEE'S SIGNATURE
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APPLICATION OF PROCEDURES	⊖	-	+	⊕
NORMAL PROCEDURES			+	
ABNORMAL PROCEDURES			+	
EMERGENCY PROCEDURES			+	
COMMENTS	<i>O.K.</i>			
GENERAL PERFORMANCES	⊖	-	+	⊕
ACCURACY			+	
CREW COORDINATION			+	
USE OF FLIGHT DIRECTOR			+	
IFR PROCEDURES			+	
MINIMA - RESPECT			+	
COMMENTS	<i>Satisfactory —</i>			
SPECIALS ITEMS	⊖	-	+	⊕
SPEED CONTROL			+	
ALL ENGINES ILS DOWN TO..... <i>200 ft + 100 ft.</i>			+	
ONE ENGINE ILS DOWN TO.....ft				
 /VOR APPROACHES USING FPV			+	
USE OF FMS			+	
USE OF AFS			+	
USE OF ECAMS			+	
TASK SHARING/CREW COORDINATION			+	
COMMENTS	<i>Normal progress —</i>			



Course: IFL 05

Name: F/O Wolfgang Hakansson

Date: 16 NOV. 1989

GENERAL COMMENTS

Good progress being made —

SIM : 2

CM₂
PF PNF

P	L		PF	PNF
		1 - TRANSIT COCKPIT PREPARATION		+
		2 - FMS INITIALIZATION		+
		3 - ENGINE START		+
		PF: CM 1		
		4 - TAXI - BRAKES TEMP HI		+
		5 - TAKE-OFF - AP/FMS USE - SID - FL 250		+
		6 - RETURN TO LFBO - STAR		+
		7 - DECELERATED ILS APPROACH (FD - CLG 500 FT - VISI 3500 M)		+
		8 - LANDING		+
		9 - TAKE-OFF - BOTH PITCH TRIM AND ATS FAILURE		+
		10 - VISUAL PATTERN (FPV - VMC)		- +
		11 - LANDING		+
		12 - TAKE-OFF - NO ATS - ENGINE TRIM FAULT AFTER 100 KT		+
		13 - VOR APPROACH RWY 33L (FD - CLG 500 FT - VISI 3000M)		+
		14 - GO-AROUND WITH PMC/EEC US - ACCELERATE 330 KT		+
		15 - STABILIZER JAM AT 300 KT		+
		16 - ILS APPROACH (FD - VMC)		+
		17 - LANDING - RESTORE ATS AND PMC/EEC		-
		CAT II (DECELERATED APPROACHES)		
		18 - CLG 130 FT - RVR 200M - TAKE-OFF		+
		19 - DIRECT TN - CAT II BRIEFING		+
		20 - RVR 400M - APPROACH 2 AP - FREEZE AT DH REVIEW VISUAL SEGMENT - CHECK SEAT POSITION		+
		21 - CAT II INIT BASE LEG RVR 400M 2AP - AUTOLAND		+
		22 - CAT II INIT APP RVR ZERO 2AP - GO-AROUND		+
		23 - CAT II INIT APP RVR 400M 2AP + 1 ATS ONLY ATS TRIPS AT 500 FT - CONTINUE MAN THROTTLE		+
		24 - LANDING		+
		PF: CM 2		
		1 - TAKE-OFF - AP/FMS USE - SID FL 250		+
		2 - RETURN TO LFBO - STAR		+
		3 - DECELERATED ILS APPROACH (FD - CLG 500 FT - VISI 5000M)		+
		4 - LANDING		+
		5 - TAKE-OFF - LANDING GEAR INTERLOCKED		+
		6 - BOTH PITCH TRIM AND ATS FAILURE		+
		7 - VISUAL APPROACH (FPV - VMC)		+
		8 - LANDING		+
		9 - TAKE-OFF 15R (ATS - PMC/EEC US)		+
		10 - VOR APPROACH 33L (FD-CLG 500 FT - VISI 3500M)		+
		11 - GO-AROUND - ACCELERATE 330 KT		+
		12 - STABILIZER JAM AT 300 KT		+
		13 - ILS APPROACH (FD-VMC)		+
		14 - LANDING		+
		15 - TAKE-OFF TURN AT 500 FT CLEAN UP DURING TURN (VMC)		+
		16 - VISUAL PATTERN (FPV - VMC)		+
		17 - LANDING		+
		18 - TAXI		+
		19 - PARKING		+



A 310 / A 300-600
FLIGHT CREW TRAINING MANUAL

Course: **IFL 05**
Name: **F/O W. Hakansson**
Date: **NOV. 1989**

A 310
A 300-600

SIM: 3
CM-1

TAKE OFF DATA		
AIRPORT : <u>LFBO</u>	OAT : <u>25 °C</u>	RVR : <u>600 M</u>
RWY : <u>15 R</u>	QFE : <u>982</u>	CEILING : <u>200 FT</u>
TOW : <u>MAX*</u> <u>120T (310)</u> <u>130T (300-600)</u>	QNH : <u>1000</u>	
CG : <u>25 %</u>	WIND : <u>180/15 KT</u>	THRUST : <u>FLEX TO</u>
FLAPS : <u>15°</u>	RWY COND : <u>DRY</u>	VISUAL : <u>TWILIGHT</u>

*MAX T/O WEIGHT TO BE DETERMINED BY TRAINEES

INSTRUCTOR'S NAME :

C. MARSHALL

IN THE RIGHT HAND COLUMN FOR EACH EXERCISE WILL BE PUT:

- | | |
|------------------|-------------------|
| ⊕ ABOVE STANDARD | - BELOW STANDARD |
| + | ⊖ SAFETY INVOLVED |

PROGRESS IS NORMAL	<input checked="" type="checkbox"/>
..... NEEDS EXTRA TRAINING NOW	<input type="checkbox"/>
..... MAY NEED EXTRA TRAINING IF PROGRESS DOES NOT IMPROVE	<input type="checkbox"/>

INSTRUCTOR'S SIGNATURE

C Marshall

TRAINEE'S SIGNATURE

[Signature]



APPLICATION OF PROCEDURES	⊖	-	+	⊕
NORMAL PROCEDURES			+	
ABNORMAL PROCEDURES			+	
EMERGENCY PROCEDURES			+	
COMMENTS	<i>Procedures are OK.</i>			
GENERAL PERFORMANCES	⊖	-	+	⊕
ACCURACY			+	
CREW COORDINATION			+	
USE OF FLIGHT DIRECTOR			+	
IFR PROCEDURES			+	
MINIMA - RESPECT			+	
COMMENTS	<i>Performances good -</i>			
SPECIALS ITEMS	⊖	-	+	⊕
SPEED CONTROL			+	
ALL ENGINES ILS DOWN TO.... <i>200 ft.</i>			+	
ONE ENGINE ILS DOWN TO.....ft				
ADF/ ADF APPROACHES USING FPV			+	
USE OF FMS			+	
USE OF AFS			+	
USE OF ECAMS			+	
TASK SHARING/CREW COORDINATION			+	
COMMENTS	<i>All is well.</i>			



Course: IFL 05

Name: F/O Wolfgang Hakansson

Date: 18 NOV. 1989

GENERAL COMMENTS

F/O Hakansson has a very good knowledge of all procedures and profiles - Also good handling.



A 310 / A 300-600
FLIGHT CREW TRAINING MANUAL

Course: **IFL 05**
Name: **F/O W. Hakansson**
Date: **21 NOV. 1989**

A 310
A 300-600

SIM: 4
CM - 2

TAKE OFF DATA		
AIRPORT : <u>LFBO</u>	OAT : <u>30 °C</u>	RVR : <u>200 M</u>
RWY : <u>15 R</u>	QFE : <u>972</u>	CEILING : <u>130 FT</u>
TOW : <u>MAX*</u>	QNH : <u>990</u>	
CG : <u>25 %</u>	WIND : <u>180 / 15 KT</u>	THRUST : <u>TBD</u>
FLAPS : <u>FOR MTWO*</u>	RWY COND : <u>DRY</u>	VISUAL : <u>NIGHT</u>

*MAX TAKE-OFF WEIGHT AND FLAPS SETTING TO BE DETERMINED BY TRAINEES WITH ONLY 2250 M RUNWAY AVAILABLE

INSTRUCTOR'S NAME : **C. MARSHALL**

IN THE RIGHT HAND COLUMN FOR EACH EXERCISE WILL BE PUT :	
⊕ ABOVE STANDARD	- BELOW STANDARD
+ STANDARD	⊖ SAFETY INVOLVED
PROGRESS IS NORMAL <input checked="" type="checkbox"/>	NEEDS EXTRA TRAINING NOW <input type="checkbox"/>
MAY NEED EXTRA TRAINING IF PROGRESS DOES NOT IMPROVE <input type="checkbox"/>	
INSTRUCTOR'S SIGNATURE 	TRAINEE'S SIGNATURE



APPLICATION OF PROCEDURES	⊖	-	+	⊕
NORMAL PROCEDURES			+	
ABNORMAL PROCEDURES			+	
EMERGENCY PROCEDURES			+	
COMMENTS <i>Application of procedures is OK.</i>				
GENERAL PERFORMANCES	⊖	-	+	⊕
ACCURACY			+	
CREW COORDINATION			+	
USE OF FLIGHT DIRECTOR			+	
IFR PROCEDURES			+	
MINIMA - RESPECT			+	
COMMENTS <i>General performances are good.</i>				
SPECIALS ITEMS	⊖	-	+	⊕
SPEED CONTROL			+	
ALL ENGINES ILS DOWN TO..... <i>100 ft.</i>			+	
ONE ENGINE ILS DOWN TO..... <i>200 ft.</i>			+	
ADP/VOR APPROACHES USING FRV				
USE OF FMS			+	
USE OF AFS			+	
USE OF ECAMS			+	
TASK SHARING/CREW COORDINATION			+	
COMMENTS <i>Satisfactory.</i>				

**Course:** *IFL 05***Name:** *F/O Wolfgang Håkansson***Date:** *21 NOV. 1988***GENERAL COMMENTS**

Engine-out handling is satisfactory - Trainee has a good knowledge of engine failure profiles -

SIM : 4

CM

PF PNF

	PF	PNF
1 - TRANSIT COCKPIT PREPARATION		+
2 - ENGINE START		+
PF : CM1		
3 - TAXI (MAX TOW) FOR INTERSECTION TAKE-OFF 15R FROM TAXIWAY 5		+
4 - TAKE-OFF (FREEZE ALT AND POS AT 500 FT)		+
5 - SINGLE ENGINE FAMILIARIZATION		-
6 - ENGINE FLAME OUT		+
7 - RELEASE CLEAN UP		+
8 - A300-600 : INITIATE JETTISON (-2T)		
9 - ILS APPROACH (FD - OVERWEIGHT - VMC)		+
10 - GO-AROUND		+
11 - ILS APPROACH (FD - OVERWEIGHT - VMC)		+
12 - LANDING		+
13 - TAKE-OFF		+
14 - ENGINE FLAME OUT AT VR		+
15 - CLEAN UP - RELIGHT WITH APU		+
16 - CAT II APPROACH (2AP-CLG 130 FT - RVR 400M - INIT WGT 120T/130T)		+
17 - ENGINE FAILURE AT 500 FT		+
18 - GO-AROUND (CLEAN UP AP ON)		+
19 - ILS APPROACH (FD - CLG 300 FT - VISI 2000 M)		+
20 - LANDING CLG 130 FT - RVR 400 M		+
21 - CAT II INIT APP 1AP - RADIO ALT FAIL AT 300 FT - GA		+
22 - CAT II INIT APP 2AP - ILS TX FAIL - GA		+
23 - CAT II INIT APP 2AP - ILS RX FAIL (LOC OR GS) - GA		+
24 - MAX TOW - ENG. FIRE - REJECTED T/O AND EVACUATION		+
PF : CM2		
1 - TAXI (MAX TOW)		+
2 - TAKE-OFF (FREEZE ALT AND POS AT 500 FT)		+
3 - SINGLE ENGINE FAMILIARIZATION		+
4 - ENGINE FLAME OUT		+
5 - RELEASE - CLEAN UP		+
6 - ILS APPROACH (FD - OVERWEIGHT - VMC)		+
7 - GO-AROUND		+
8 - ILS APPROACH (FD OVERWEIGHT - VMC)		+
9 - LANDING		+
10 - TAKE-OFF		+
11 - ENGINE FLAME OUT AT VR		+
12 - CLEAN UP - RELIGHT WITH APU		+
13 - DECELERATED ILS APPROACH - CAT I (AP-CLG 220 FT - RVR 600M)		+
14 - OBSTACLE ON RWY - GO-AROUND AT 30 FT		+
15 - ENGINE FAILURE IMMEDIATELY AFTER GO LEVERS TRIGGERED		+
16 - CLEAN UP (AP ON)		+
17 - ILS APPROACH (FD - CLG 300 FT - VIS 2000M)		+
18 - LANDING		+
19 - MAX TOW - ENGINE FIRE - REJECTED TAKE-OFF AND EVACUATION		+



A 310 / A 300-600
FLIGHT CREW TRAINING MANUAL

Course: *JFL 05*
Name: *F/O W. Hakansson*
Date: *22 NOV. 1989*

A 310
A 300-600

SIM : 5
CM - 2

TAKE OFF DATA		
AIRPORT : <u>LFBO</u>	OAT : <u>- 3 °C</u>	RVR : <u>400 M</u>
RWY : <u>33 L</u>	QFE : <u>972</u>	CEILING : <u>130 FT</u>
TOW : <u>120T (A 310) 130T (A 300-600)</u>	QNH : <u>990</u>	
CG : <u>MAX FWD</u>	WIND : <u>240 / 10</u>	THRUST : <u>FLEX TO</u>
FLAPS : <u>0°</u>	RWY COND : <u>DRY</u>	VISUAL : <u>NIGHT</u>

INSTRUCTOR'S NAME :

C. MARSHALL

IN THE RIGHT HAND COLUMN FOR EACH EXERCISE WILL BE PUT:	
⊕ ABOVE STANDARD	- BELOW STANDARD
+ STANDARD	⊖ SAFETY INVOLVED
PROGRESS IS NORMAL	<input checked="" type="checkbox"/>
_____ NEEDS EXTRA TRAINING NOW	<input type="checkbox"/>
_____ MAY NEED EXTRA TRAINING IF PROGRESS DOES NOT IMPROVE	<input type="checkbox"/>
INSTRUCTOR'S SIGNATURE 	TRAINEE'S SIGNATURE



APPLICATION OF PROCEDURES	⊖	-	+	⊕
NORMAL PROCEDURES			+	
ABNORMAL PROCEDURES			+	
EMERGENCY PROCEDURES			+	
COMMENTS <i>Procedures are no problem.</i>				
GENERAL PERFORMANCES	⊖	-	+	⊕
ACCURACY			+	
CREW COORDINATION			+	
USE OF FLIGHT DIRECTOR			+	
IFR PROCEDURES			+	
MINIMA - RESPECT			+	
COMMENTS <i>O.K.</i>				
SPECIALS ITEMS	⊖	-	+	⊕
SPEED CONTROL			+	
ALL ENGINES ILS DOWN TO..... <i>200 ft.</i>			+	
ONE ENGINE ILS DOWN TO..... <i>200 ft.</i>			+	
AREA OF APPROACHES USING FTV				
USE OF FMS			+	
USE OF AFS			+	
USE OF ECAMS			+	
TASK SHARING/CREW COORDINATION			+	
COMMENTS <i>Normal handling.</i>				

**Course:** *IFL 05***Name:** *F/O Wolfgang Hakansson***Date:** *22 NOV. 1989***GENERAL COMMENTS**

*Windshear / microburst recovery
procedures well executed —
Handling is very good.*



A 310 / A 300-600
FLIGHT CREW TRAINING MANUAL

Course: IFL 05
Name: F/O W. Hakansson
Date: Nov. 23, 1989

A310
A300-600

SIM: 6
CM -2

LOFT

FROM LFMT TO LFBT VIA MEN - ZFW + 12T - AIR DISTANCE 250 NM - FL 330 - ISA - 13 - ALTERNATE: LFBO - AIR DISTANCE 100 NM - FL 100

TAKE OFF DATA		
AIRPORT : <u>LFMT</u>	OAT : <u>+ 2 °C</u>	RVR : <u>400 M</u>
RWY : <u>13</u>	QFE : <u>997</u>	CEILING : <u>300 FT</u>
TOW : <u>MAX TBD</u>	QNH : <u>998</u>	
CG : <u>25 %</u>	WIND : <u>000 / 00</u>	THRUST : <u>TBD</u>
FLAPS : <u>15 °</u>	RWY COND : <u>CONTAMINATED</u> <u>06 mm WATER</u>	VISUAL : <u>NIGHT</u>
AIRPORT : <u>LFBO</u>	OAT : <u>- 9 °C</u>	RVR : <u>400 M</u>
RWY : <u>15 R</u>	QFE : <u>980</u>	CEILING : <u>300 FT</u>
TOW : <u>MAX TBD</u>	QNH : <u>998</u>	
CG : <u>25 %</u>	WIND : <u>000 / 00</u>	THRUST : <u>TBD</u>
FLAPS : <u>15 °</u>	RWY COND : <u>CONTAMINATED</u> <u>COMPACTED SNOW</u>	VISUAL : <u>NIGHT</u>

INSTRUCTOR'S NAME : C. MARSHALL

PROGRESS IS NORMAL	<input type="checkbox"/>
..... NEEDS EXTRA TRAINING	<input type="checkbox"/>
..... READY FOR EVALUATION	<input checked="" type="checkbox"/>

INSTRUCTOR'S SIGNATURE 	TRAINEE'S SIGNATURE
----------------------------	-------------------------



APPLICATION OF PROCEDURES	⊖	-	+	⊕
NORMAL PROCEDURES			+	
ABNORMAL PROCEDURES			+	
EMERGENCY PROCEDURES			+	
COMMENTS	<i>Satisfactory</i>			
GENERAL PERFORMANCES	⊖	-	+	⊕
ACCURACY			+	
CREW COORDINATION			+	
USE OF FLIGHT DIRECTOR			+	
IFR PROCEDURES			+	
MINIMA - RESPECT			+	
COMMENTS	<i>Satisfactory</i>			
SPECIALS ITEMS	⊖	-	+	⊕
SPEED CONTROL			+	
ALL ENGINES ILS DOWN TO..... <i>100 ft.</i>			+	
ONE ENGINE ILS DOWN TO..... <i>200 ft.</i>			+	
ADF/VOR APPROACHES USING FPV			+	
USE OF FMS			+	
USE OF AFS			+	
USE OF ECAMS			+	
TASK SHARING/CREW COORDINATION			+	
COMMENTS	<i>Satisfactory</i>			



Course: IFL 05

Name: F/O Wolfgang Hakansson

Date: Nov. 23, 1989.

GENERAL COMMENTS

*Recommended for Simulator
Evaluation Check —*

O. Marshall



A 310 / A 300-600
FLIGHT CREW TRAINING MANUAL

Course: *IFL 05*
Name: *Flo W. Hakansson*
Date: *25/11/1989*

A 310
A 300-600

SIM: 7
CM-2

TAKE OFF DATA					
AIRPORT : <u>LFBO</u>	OAT : <u>30 °C</u>	RVR : <u>250 M</u>			
RWY : <u>15 R</u>	QFE : <u>1002</u>	CEILING : <u>130 FT</u>			
TOW : MAX* <u>120T (310)</u> <u>130T (300-600)</u>	QNH : <u>1020</u>				
CG : <u>25 %</u> <u>25 %</u>	WIND : <u>190 / 10</u>	THRUST : FOR MTOW FLEX TO			
FLAPS : FOR* <u>0°</u> MTOW	RWY COND : <u>DRY</u>	VISUAL : <u>NIGHT</u>			

* MAX TAKE-OFF WEIGHT, FLAPS SETTING AND THRUST TO BE DETERMINED BY TRAINEES.

INSTRUCTOR'S NAME : *J.G. BIGELOW*

IN THE RIGHT HAND COLUMN FOR EACH EXERCISE WILL BE PUT :	
⊕ ABOVE STANDARD	- BELOW STANDARD
+ STANDARD	⊖ SAFETY INVOLVED
<u>SATISFACTORY</u> <input checked="" type="checkbox"/>	<u>UNSATISFACTORY</u> <input type="checkbox"/>
INSTRUCTOR'S SIGNATURE <i>J. Bigelow</i>	TRAINEE'S SIGNATURE <i>[Signature]</i>



APPLICATION OF PROCEDURES	⊖	-	+	⊕
NORMAL PROCEDURES				+
ABNORMAL PROCEDURES				+
EMERGENCY PROCEDURES			+	
COMMENTS				
GENERAL PERFORMANCES	⊖	-	+	⊕
ACCURACY				+
CREW COORDINATION				+
USE OF FLIGHT DIRECTOR				+
IFR PROCEDURES				+
MINIMA - RESPECT			+	
COMMENTS				
SPECIALS ITEMS	⊖	-	+	⊕
SPEED CONTROL			+	
ALL ENGINES ILS DOWN TO.....ft 100				+
ONE ENGINE ILS DOWN TO.....ft 200			+	
ADF/VOR APPROACHES USING FPV				+
USE OF FMS				+
USE OF AFS				+
USE OF ECAMS				+
TASK SHARING/CREW COORDINATION				+
COMMENTS				



Course: IFL 05

Name: F/O Wolfgang Hakansson

Date: 25/11/1989

GENERAL COMMENTS

WELL ABOVE AVERAGE ✓

SIM : 7

CM

PF PNF

	PF	PNF
1 - TRANSIT COCKPIT PREPARATION		+
2 - ENGINE START (ENGINE 1 : NO N2 INDICATION)		+
3 - MMEL : N2 INDICATION FAILURE CANCELLED FOR TO		+
PF : CM1		
4 - TAXI (FLT CONT MALFUNCTION)		+
5 - TAKE-OFF - (TOW : 120T (A310) - 130T (A300-600)		+
6 - SID		+
7 - CLIMB TO FL 100 - FLIGHT INST FAILURE		+
8 - APPROACH TO STALL - LANDING CONFIGURATION		+
9 - INIT FL 330 APPROACH TO STALL 25° BANK		+
10 - RAPID DECOMPRESSION - EMERGENCY DESCENT		+
11 - DUAL HYD FAILURE		+
12 - VISUAL APPROACH (CAVOCK)		+
13 - LANDING WITH SO° OR FO°		+
14 - TAKE-OFF - ENGINE STALL AND ENGINE FIRE AFTER V1 (MAX TOW RVR 400M)		+
15 - TURN 500 FT DOWNWIND		+
16 - NDB APPROACH (CLG 300 FT - VISI 2000M)		+
17 - GO-AROUND		+
18 - ILS APPROACH (CLG 300 FT - VISI 2000M - FD)		+
19 - LANDING		+
20 - TAKE-OFF (TOW : 120T (A310) - 130T (A300-600) RVR 125M)		+
21 - CAT II APPROACH - DH 100 FT - RVR 350 M - CLG 130 FT		+
22 - LANDING		+
23 - TAKE-OFF - VISUAL APPROACH	IF TIME PERMITS	
24 - VFR LANDIG PRACTICE		
25 - TAKE-OFF - ENGINE FIRE - REJECTED TAKE-OFF AND EVACUATION		+
PF : CM2		
1 - TAKE-OFF (TOW : 120T (A310) - 130T (A300-600)		+
2 - SID		+
3 - CLIMB TO FL 100 - FLIGHT INST FAILURE		+
4 - APPROACH TO STALL - CLEAN		+
5 - INIT FL 330 APPROACH TO STALL 25° BANK		+
6 - RAPID DECOMPRESSION - EMERGENCY DESCENT		+
7 - SLATS OR/AND FLAPS SYS FAIL		+
8 - VISUAL APPROACH (CAVOK)		+
9 - LANDING		+
10 - TAKE-OFF - ENGINE FAIL AFTER V1		+
11 - TURN 500 FT DOWNWIND		+
12 - ILS APPROACH (CLG 100 FT - VISI 600M - FD)		+
13 - GO AROUND		+
14 - DOWNWING - ENGINE RESTART IN FLIGHT		+
15 - ELECTRICAL SMOKE (TIME PERMITTING)		+
16 - NDB APPROACH (CLG 600 FT - VISI 3500 M)		+
17 - LANDING		+
18 - TAKE-OFF	IF TIME PERMITS	
19 - VISUAL APPROACH		
20 - VFR LANDING PRACTICE		
21 - CAT II APPROACH - DH 100 FT - CLG 125 FT - LOSS OF VISIBILITY BELOW 100 FT		+
22 - GO AROUND		+
23 - TAKE-OFF - ENGINE FIRE - REJECTED TAKE OFF AND EVACUATION		+