



A320/A330 CHINA SIMULATOR BRIEFING GUIDE

General info:

As a rule, there are 2 simulator check rides during the recruitment process and one more after signing contract.

1. Airline Skill Check: This is completed during your first visit to China (may be done during screening process outside of china)
2. CAAC ATP Check: After passing Medical Exam, ATPL written exam and after getting license verification from your aviation authority.
3. Re-qualification Check: Completed just before commencement of line training.

There is a lot of focus on manual flying in China. Soft skills are part of the examination syllabus, however you will find that there is 'less emphasis' placed on this aspect than in other countries.

We still recommend you to fly as you normally would but when briefing, communicating with ATC, Company Operations and Cabin Crew, keep it to the point. The examiner isn't going to be dazzled by your elaborate use of the English language, they just want you to be clear and concise.

Always be aware of where you are in space and time. Position resets are frequent and are often done without briefing the candidate on the configuration of the a/c etc. If you are unsure of where you are, or need some time to get ready, speak up!

One important thing to consider when coming to China for any simulator screening is the culture. It is a culture based on respect. You will be addressed as Captain by the examiner or instructor. Be courteous when dealing with anyone and remember that the language barrier can be quite difficult to overcome. Avoid the use of slang and slow down when speaking, don't try to chat with the instructor or anyone else during the process. And **NEVER EVER** argue with the instructor or examiner. It's doesn't matter how right you are; arguing will only make it a lot tougher to pass. Accept what they say to you and move on! Following these basic principles will make your whole simulator experience easier and maybe even enjoyable!

Below you will find a guideline of what to expect. Remember this is only a guideline and the instructor or examiner can change the items as he deems fit.

1st SIM CHECK - Airline Skill Check:

- Generally around 1 hour per candidate
- Expect lots of manual handling
- Crosswind of 25 knots or more during the whole session.
- Severe windshear after takeoff. Full use of back stick may be required. Avoid over-speed during recovery.
- Failure leading to Direct Law after L/G extension (Dual ADR failure, Dual RA failure or Dual Hyd failure) or Flaps/Slats fault during retraction
- VOR approach using FPA guidance (selected / selected) to land.
- Engine failure at takeoff.
- ILS approach manually flown.
- Go-around
- Landing followed by possible EVAC



2nd SIM CHECK - CAAC check

- Generally around 1 hour and 30 minutes.
- Transit cockpit prep
- Engine Start Fault. Manual start procedure.
- Low visibility taxi and take-off. Consider take-off alternate.
- Severe windshear after takeoff
- TCAS TA/RA
- Steep turns. AP off, FD off, Bird on, A/T off.
- ALTN LAW: Stall recovery CLEAN CONFIG. Remember, altitude loss is not a factor. Pitch down and once out of Stall if below 20000' select flap one and slowly and smoothly apply thrust. When out of VLS recover flight pad smoothly. Avoid pitching up to avoid a secondary stall.
- Stall recovery LANDING CONFIG. Altitude loss is a factor during this maneuver. Pitch Down and once out of Stall slowly and smoothly apply thrust. When out of VLS recover flight pad smoothly. Again be aware to avoid secondary stall during thrust application procedure. When Positive climb, execute standard missed approach procedure. Continue climb
- Emergency descent. In China, turn right of the airway if you remember and intercept a 5NM offset
- DUAL HYD failure. Either G+Y or G+B. Study these carefully
- ILS approach to land.
- Engine failure at takeoff.
- VOR approach (selected/selected), possibly with circle to land.
- Go Around close to the ground. Remember to use the TOGA and not to exceed 10° pitch initially. After positive climb, initiate standard missed approach procedure. Consider the missed approach procedure in the event of a circle to land.
- Engine fire on the remaining engine during final approach.
- EVAC. Take your time. DON'T RUSH!
- RTO (possibly at low speed abort)

3rd SIM CHECK

- Very similar to the second check except this is a company check. You will receive two training sessions beforehand so the examiner will take this into account.
- After completion of this check you will be advised of how many hours will be required for line training. (The minimum is 200 hours before being released as PIC)

OPTIONAL ITEMS - These are other popular failures and may be included by the examiner or instructor during your sim sessions.

- DUAL FCU
- DUAL RA
- DUAL FMGC
- DUAL ADR
- DUAL HYD

IMPORTANT NOTE:

For all the simulator checks, landing configuration MUST be archived BETWEEN 2000FT AND 1500FT and aircraft MUST be totally stabilized with VAPP and Landing C/L COMPLETED even in VMC conditions BEFORE 1000FT

Preparation on your part will lead to a successful and enjoyable simulator experience!

GOOD LUCK!