

ASIANA AIRLINES

B777
FFS TRAINING MANUAL

FLIGHT CREW TRAINING TEAM

ASIANA AIRLINES

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Full Flight Simulator - Preface**Introduction**

The purpose of FFS Training Manual is to increase FFS Training Standards operation by providing the guidance to training instructors, checkers and trainees.

Application Scope

This manual is applied to FFS Training Standard related training for training instructors, checkers and trainees.

Effect

When FFS training is conducted for training instructors, checkers, and trainees, this guidance has the priority. However, if it conflicts with the related law, that law has the priority over this guidance.

Contents

This training manual contains as following; Transition, Local, Type Rating, CAT II/III, Re-Qualification, Operation Conversion, Route Captain, Lack of recent flight experience, Hire foreign pilot, Captain right seat and RNAV(RNP)

Responsibility & Distribution of FFSTM

The Head of Flight Crew Training Center has responsibility to supervise this manual. The Instructor Group Manager of each fleet has the responsibility for establishment, amendment and management of FFSTM.

FFSTM is distributed to all trainee flight crew and instructors. However, individuals will be issued only those sections of the manual which apply to their particular training purpose. Instructors and checkers will receive the entire manual. During ground school, all trainee flight crew will receive a copy of the manual for each training course.

Each manual holder is responsible for keeping the manual current and up-to-date by revising it in a timely manner. The latest version of the manual can be checked and obtained by accessing the Crew Portal Network.

Abbreviation

A/C	Aircraft
AFS	Auto flight system
A-L	After landing
AP	Autopilot
APP	Approach
AT	Autothrottle
BLW	Below
B-S	Before start
BTW	Between
CB	Cumulonimbus
CL	Centre line
CLB	Climb
CRZ	Cruise
DES	Descent
DH	Decision height
EFATO	Engine failure at take-off
E-M	Energy Management
ENG	Engine
E-S	Engine start
EVAL	Evaluation
FD	Flight director
FOB	Fuel on board
GND	Ground
GP	Glide Path
GW	Gross weight
HDG	Heading
HI	High
ILS	Instrument landing system
INOP	Inoperative
L/D, LDG	Landing
LHS	Left hand seat
LO	Low
MNGT	Management
OE	Operating experience
OEI	One engine inoperative
PAX	Passenger
P-B	Push-back
P-F	Preflight
PROB	Problem

PUR	Purser
RHS	Right hand seat
RTO	Rejected take-off
R-V	Radar Vector
SBT	Scenario-based training
S/D	Shutdown
SPD	Speed
TG	Training Guide
T/O, T-O	Take-off
TOD	Top of Descent
TURB	Turbulence
VIS	Visual (approach) or Visibility

Full Flight Simulator - Preface**General Information****1. Purpose**

The purpose of FFS Training Manual is to provide standardized and effective training guidelines for instructors, checkers and trainees in FFS training to B777 aircraft.

2. Methodology

The instructor must maintain a positive attitude and enthusiasm toward training in helping the student under his assignment to reach the required standards of knowledge and skill.

A differentiation must be made between operating procedures and techniques to comply with those procedures, so that individual differences in technique are not demanded as procedure.

Must emphasize a proper habit of properly transferring aircraft control during situations where pilot flying (PF) duties may be impaired (briefing, FMC modification).

Execution of ABNORMAL & EMERGENCY checklist should emphasize methodical, accurate procedural compliance. Pilots will continue to exercise the elements of crew resource management (CRM) as part of the learning process, including, but not limited to such elements as: situational awareness and error chain, synergy and crew concept and workload assessment and time management.

Pilots are advised to use the Automation as it was designed and they should bring with them all the appropriate charts for use in the simulator. Each flight simulator module is scheduled for the hours indicated. An additional 50 minutes for briefing and 50 minutes debriefing is also required.

The FFS (Full Flight Simulator) proficiency check will consist of a check of the maneuvers and procedures as indicated in Korean Flight Safety Regulations and the Aviation Act and pilot qualification standard (PQS) in Flight Operations Training Manual (FOTM) Appendix I.

The order of events may be varied by instructors to enhance the training value of each exercise. The checker will list the events to be covered during the check ride but

not necessarily in the order of presentation.

Limitations and QRH memory items will be checked without reference to manuals.

Trainee's progress will be validated on each lesson. If a trainee demonstrates poor performance on a certain lesson, relevant lessons may be repeated. Additional training will be granted if the trainee gets an unsatisfactory grade on the check ride. For detailed contents, refer to FTTPM chapter 7.

Pilot Qualification Standard (PQS) in Flight Operations Training Manual (FOTM) Appendix I will be the foundation for performance grading of all events.

3. Description

A. Briefings/De-Briefings

Instructors should make full use of the "reverse briefing" technique in which the student is encouraged to disclose his opinions at any time, to ultimately invite participation in the training process in improving training effectiveness.

During the debriefing at the end of training, an assessment of the day's training items.

T/O and Landing briefings are to be done with reference to the FOM but valuable training time in the simulator should not be wasted in long and excessive briefings, with the exception of recurrent SPOT Flight Training sessions

B. Training Events

Training contents are divided into tasks performed by each duty qualification and maneuvering practice as PF for imparting technical skills. Tasks for procedural familiarization (engine start, taxi, aircraft performance demonstrations, engine shutdown, etc.) shall only be performed once during each day's 4hours period by each duty qualification. However, on some Lessons, these may be omitted to make training more effective.

When below standard skills are observed during training, stop the training at that point and educate on the unsatisfactory skill as necessary, then resume training on the subject in progress.

For those events, which do not require first officer PF proficiency such as engine start, taxi, and ramp in, instructors may use discretion to provide opportunity for training when time permits.

Automation degradation and use of automation will be included in each training day.

C. Training Procedures

Scheduling is a set of Captain and First Officer whenever possible. Under inevitable circumstances, two captains or first officers may be paired.

The trainees will familiarize themselves with the task other than the assigned seat through conducting PM job during CPT and G/S segment with FTD. However, the trainees' lack of familiarity with the seat position other than the assigned seat should be taken into consideration. (Ex: PM leading the PF, or an attitude resulting in confusion).

When training with two F/O, the F/O of the left seat performs the role of captain (Ground operation, RTO, etc.)

When automation (autopilot, autothrottles, those devices, which reduce crew tasking) provides an advantage to the crew during a non-normal situation, its usage is recommended unless specifically described.

Instructors may adjust training events and their progression according to the student's ability or the maneuver's level of difficulty, but when an event in the TR profile cannot be satisfactorily completed, the instructor Group manager must be notified to seek resolution for the problem area.

For those situations where a tendency for the PM to lead the PF is a concern, the instructor should intervene to allow the PF to build his decision-making skills and command ability.

Additional training shall be scheduled for a minimum 2hours increment instructor shall consider suitability for resuming training into the next lesson in certifying satisfactory performance.

D. Simulator Operation Procedure

Instructors are obligated to become familiar with methods to minimize time spent on simulator setup to allow more time to utilize the time for supplementary training of difficult areas in addition to the weak area. When additional training events are completed, the attention to assess trainees' ability. Use of fuel, position

freeze and ICT functions are flexible to each situation, to the extent they do not interfere with the flow of trainees' flying.

Instructors are to train student crews only to the extent commensurate with their line flying limitations. (Ex: No CAT II PF for first officer), But the instructor conducts a training with the manufacturer's maximum cross wind limitation to the F/O during training period, not checking period. Also F/O being trained under the CAPT's weather minimum except CAT II weather.

When instructors are acting as air traffic controller or other ground crew, use the instructor guide and keep ATC communication to standardized phraseology.

Position slew after landing for the next event should not be made until the aircraft has nearly come to a stop, to allow feel for characteristics peculiar to stopping.

Begin training after the trainee has completed preparation for the event (ex: Approach Briefing, Checklist, etc.) by releasing the simulator.

When a series of events call for exchange of PF duties between the captain and first officer, and vice versa, briefly explain the sequence during the event to prevent confusion in carrying out tasks.

Once an event is completed, restore all switches and undo the non-normal status and go through a verification step before moving to the next event.

Utilize the simulator-re-set feature to be able to quickly open the appropriate checklist. This function works properly under the following conditions.

E. Standard Weather Setting Value for FFS T/O & APP training

Subject	Ceiling	Visibility	Remarks
Low Visibility Takeoff	N/A	125m or published Minimum whichever is higher	For CAT II qualification, use RVR 125m
CAT I, PAR	DH + 50ft	RVR Minimum + 200m	If SIM has preselected value, it can be replaced with that
CAT II/III		RVR Minimum	
Non-Precision	MDA+100ft	VIS MIN+3/4mile (1200m)	For ceiling, round up to the next 100. Ex) MDA520+100=620 Ceiling SET 700ft
Circling Approach			
Visual Traffic Pattern	2000ft	5 SM	
<ul style="list-style-type: none"> - If the final approach course with CIRCLE- TO LAND is over 30 deg. of landing runway centerline, use 1000ft ceiling/ HAA(MDH), Visibility 3SM. when the ceiling is less than 1000ft or the visibility less than 3SM. - When training with malfunctions which remarkably reduce the A/C controllability, apply up to CAVOK. - If training is disturbed by other factors such as SIM fidelity, above criteria can be changed at instructor's discretion - When /TR/UP training for the initial phase, apply by stages at instructor's discretion - CAVOK may be applied if training is being conducted under SIM malfunction conditions that seriously reduces aircraft control performance. - Below standard weather may be applied for Missed Approach Training 			

(a) Wind limitations

For the maximum crosswind training, apply 30kts or the maximum operational limitations whichever is lower.

(b) Visual approach and landing

The basic rule is using the Closed Pattern or vectors to Base Leg. Base Visual approaches will be trained using no ground-based aids, such as Glide Slope or VASI/PAPI, but checked using ground-based aids. Crews should expect that visual approaches may be flown without the use of the Flight Director.

4. Boeing 777 Evaluation Criteria**GENERAL CRITERIA REQUIREMENTS**

Stated tolerances are maintained in accordance with applicable operating procedures, the Boeing 777 Flight Crew Operations Manual and checklists and Flight Crew Reference Manual (FCRM) chapter 7 Training - Basic Aircraft Parameters and Flight Operations Training Manual (FOTM) Appendix I - Pilot Qualification Standard (PQS), ATC clearances and adherence to standard radio procedures Manual.

Basic Aircraft Parameters**Aircraft Control****General**

Maintains the aircraft within the following parameters unless otherwise stated.

Tolerances described below, and throughout this document, represent the performance expected in good flying conditions.

- Airspeed ± 10 knots, except for target speed specifications
- Heading within $\pm 10^\circ$
- Altitude within ± 100 feet

Target Airspeed

Target Airspeed is the intended airspeed appropriate for the landing configuration while established inside the Final Approach Fix (FAF).

Target Airspeed is computed from Vref speed plus the following additives:

- POM procedural additives (including non-normal conditions)
- POM wind additives (for approach and landing only)

NOTE: All wind additives as prescribed by the Aircraft Operating Manual.

Tolerance limits from target airspeed is -5 knots (but not below Vref) to +10 knots.

Area Navigation

Navigation limits for course intercept, track arcs, courses, radials and bearings

- Arcs: ± 2 NM
- Bearings: ± 5°
- Courses: ± 1 dot or 5°
- Radials: ± 5°
- Airways: within lateral confines of airways

Automation

Selects the appropriate level of automation for the situation, task or procedure.

Monitors auto flight systems for proper flight path control.

Cope properly with the automation degraded situation.

Crosswind

Maintains aircraft control with crosswind components up to the maximum crosswind listed in the POM limitations section

Touchdown Zone

Lands the aircraft in the touchdown zone (first 3000ft or first third (1/3) of the runway, whichever is less).

Approach

The pilot will maintain aircraft performance within the following tolerances for the approach being flown.

Non-precision			
Segment	Mode	Tolerances	
		NDB	VOR/LOC
Final Approach	Course	± 5°	± 1dot (*1) ± 2 Expanded scale
At MDA	Altitude	0 + 50 feet	

Note: (*1) Appropriate aircraft

Precision			
Segment	Mode	Tolerances	
		CAT I	CAT II/III
Final Approach Segment	Localizer	± 1 dot (*1) ± 2 Expanded scale	
	Glide Path	± 1 dot	
At DA	Localizer	± 1/2 dot (*1) ± 1 Expanded scale	
	Glide Path	± 1 dot	
(*2) Decision Region	Localizer		± 1/4 dot (*1) ± 1/2 Expanded scale
	Glide Path		± 1/2 dot

Note: (*1) Appropriate aircraft

(*2) From 300ft to 100ft above the TDZ Elevation.

5. Aircraft and Simulator system differences

AIMS version Mismatch

- **Actual aircraft:** Equipped with AIMS-2
- **Simulator:** Equipped with AIMS-1

SATCOM

- SATCOM functionality is **available only on CAE**

CPDLC

- Only the outbound (send) function is supported. The simulator does not support receiving CPDLC messages.

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Course Title

B777 Requalification FFS

Flight Training Segment

Re-qualification Training is to update and re-adapt the proficiency knowledge and skills, flight procedures of the flight crews after the ceasing period of their flight duties on the type aircraft.

Pilots will continue to exercise the elements of crew resource management (CRM) as part of the learning process, including, but not limited to such elements as: situational awareness and error chain, synergy and crew concept, and workload assessment and time management.

The flight training segment consists of the following subject areas:

- Airplane orientation and procedures
- A qualified flight crew must be positioned on each position
- All weather operation including CAT II/III
- Proficiency check in a flight simulator
- Proficiency check on additional items by the check's decision may be granted to evaluate the trainee's skill

Requalification training lessons consist of the Training Contents (FOTM 3.3.3.2).

The number of training should be assigned by considering the importance of training, difficulty and training requirement (non-flight period).

Flight Training Segment Times

The following table summarizes the training/check Lessons

- 1) The pilots who had line qualified experience in Korean Air within 3 years.
- 2) The required lesson (Including SBT) hour is 2 hours as PF.

Classification	Time	More than 3 months ~ less than 6 months	More than 6 months ~ less than 1 year	More than 1 year ~ less than 2 years	More than 2 years ~ less than 3 years
RQ 1	2+00				○
RQ 2	2+00		○	○	○
RQ 3	2+00	○	○	○	○
UPRT ⁽¹⁾	2+00	○	○	○	○
RQ 4	2+00			○	○
RQ 5	2+00	○	○	○	○
RQ 6	2+00	○	○	○	○

Note 1) The flight crew who has completed SPOT in the year can skip UPRT training.

Flight Training Segment Completion Standards

The trainee is expected to demonstrate a satisfactory level of skill and knowledge in the performance of all maneuvers and procedures.

Evaluation of trainee performance will be on a continuous basis to the standards outlined in Korean Flight Safety Regulations and Flight Operations Training Manual (FOTM) Appendix I - Pilot Qualification Standard (PQS).

Full Flight Simulator**Lesson 1****LESSON SUMMARY**

This lesson has one repeated flight profile, which is a flight from **INCHEON** International Airport (RKSI) to **FUKUOKA** International Airport (RJFF) with an in-flight diversion.

The lesson will be conducted twice in a 4-hour block time with the trainees switching responsibilities (PF, PM duties).

The crew performs normal procedures, including all preflight procedures. Emphases are on all normal procedures, ground handling techniques, CRM, and manual flight characteristics.

The crew will practice normal takeoff, visual aiming practice, and manual landing.

LESSON OBJECTIVES

- Perform normal procedures and checklists using effective CRM attributes
- Acquaint the trainee with the flight characteristics and handling qualities of the airplane
- Perform manual flight control:
 - Normal takeoffs and landings
 - Manually flown ILS Approach
 - Visual aiming practice
 - Visual traffic pattern takeoffs and landings

LESSON COMPLETION STANDARD

- Pilots should be proficient with all flows, normal procedures, and checklists for all phases of flight.
- The trainee is expected to demonstrate a satisfactory level of skill and knowledge in the performance of all maneuvers and procedures.

NOTE

- If the crew's competencies do not meet the completion standards, refinement training shall be conducted and completed within the scheduled time.
- After completion of the training profile, perform "Extra Training" until the block hour ends and record whether any extra training is performed. (Refer to "1.15 TS/UP EXTRA")

Flight Data

Lesson 1

Flight Information

Flight Number	AAR781	A/C TYPE	B777-200 / 300
Departure	RKSI	Destination	RJFF
Runway	33L	Alternate	RJTU
Gate	264	Company Route	ICNFUKP01
Visual	Day		

Performance

SIM[OZ] & 1	B777-200 [HL8284/7574]	SIM 2	B777-300 [HL7782]
Zero Fuel Weight	400,000 LBS	Zero Fuel Weight	480,000 LBS
Fuel on Board	60,000 LBS	Fuel on Board	74,000 LBS
Gross Weight	460,000 LBS	Gross Weight	554,000 LBS
MACTOW	25 %	MACTOW	26 %
Cruise Altitude	FL290	Cruise Altitude	FL290
PAX Number	180	PAX Number	180

Weather

RKSI	WIND 240/05 CAVOK TEMP 25°C DP 05°C QNH 1013
RJFF	WIND 340/15 VIS 9KM FEW 020 TEMP 25°C DP 12°C QNH 29.90 inHg
RJFU	WIND VRB02 VIS 9KM FEW 040 TEMP 25°C DP 11°C QNH 29.90 inHg

Note

Ground Electric Power	On	APU	Off
Door Open	L1, Bulk Cargo		

Clearance

AAR781, CLEARED TO RJFF OFF 33L, OSPOT __E DEP Y782, FL230,
DEP FREQ 125.15, SQ 4125

Profile			Lesson 1		
TIME	FLIGHT PHASE	EVENT	FD	AP	AT
0+10	PREFLIGHT	FMS-CDU Preflight Procedure Preflight Procedure – Captain / First Officer			
0+20	START	Before Start Procedure Normal Engine Start			
0+35	TAXI (Captain only)	Taxi out (FO will be repositioned to takeoff position)			
0+40	TO	Normal TO	Y		Y
0+50	CLIMB	RNAV SID	Y	Y	Y
1+00	DESCENT	Radar vectors to Final RWY 33R	Y	Y	Y
1+10	APP & M/A	Manual ILS approach then missed approach	Y		Y
1+20	APP & LD	Manual ILS approach	Y		Y
		Manual LD	Y		Y
		Manual ILS approach and LD practice	Y		Y
1+35	TO	Crosswind TO	Y		Y
		Visual traffic pattern	Y	Y	Y
1+50	LD	Crosswind LD	Y		Y
		Visual aiming practice	Y		Y
1+55	TAXI-IN	After landing procedure			
2+00	SHUT DOWN	Shutdown procedure/checklist			

Full Flight Simulator

Lesson 2

LESSON SUMMARY

This lesson has one repeated flight profile, which is a flight from **INCHEON** International Airport (RKSI) to **BEIJING CAPITAL** International Airport (ZBAA) with an in-flight diversion.

The lesson will be conducted twice in a 4-hour block time with the trainees switching responsibilities (PF, PM duties).

The crew performs normal procedures, including all preflight procedures. Emphases are on all normal procedures, ground handling techniques, CRM, and manual flight characteristics.

The crew will practice normal takeoff, visual aiming practice, and manual landing.

LESSON OBJECTIVES

- Perform normal procedures and checklists using effective CRM attributes
- Acquaint the trainee with the flight characteristics and handling qualities of the airplane
- Perform manual flight control:
 - Normal takeoffs and landings
 - Manually flown ILS Approach
 - Visual aiming practice
 - Visual traffic pattern takeoffs and landings

LESSON COMPLETION STANDARD

- Pilots should be proficient with all flows, normal procedures, and checklists for all phases of flight.
- The trainee is expected to demonstrate a satisfactory level of skill and knowledge in the performance of all maneuvers and procedures

NOTE

- If the crew's competencies do not meet the completion standards, refinement training shall be conducted and completed within the scheduled time.
- After completion of the training profile, perform "Extra Training" until the block hour ends and record whether any extra training is performed. (Refer to "1.15 TS/UP EXTRA")

Flight Data

Lesson 2

Flight Information

Flight Number	AAR855	A/C TYPE	B777-200 / 300
Departure	RKSI	Destination	ZBAA
Runway	15R	Alternate	ZBTJ
Gate	264	Company Route	ICNPEKP01
Visual	Day		

Performance

SIM[OZ] & 1	B777-200 [HL8284/7574]	SIM 2	B777-300 [HL7782]
Zero Fuel Weight	360,000 LBS	Zero Fuel Weight	434,000 LBS
Fuel on Board	57,000 LBS	Fuel on Board	74,000 LBS
Gross Weight	416,000 LBS	Gross Weight	508,000 LBS
MACTOW	25 %	MACTOW	28 %
Cruise Altitude	FL320	Cruise Altitude	FL320
PAX Number	200	PAX Number	200

Weather

RKSI	WIND 240/10 CAVOK TEMP 20°C DP 15°C QNH 1013 HPA
ZBAA	WIND 280/12G15 MPS VIS 5000 BR NSC TEMP 23°C DP 12°C QNH 1013
ZBTJ	WIND 070/08 MPS 8KM VIS 6000 NSC TEMP 24°C DP 13°C QNH 1014

Note

Ground Electric Power	On	APU	Off
Door Open	L1, Bulk Cargo		

Clearance

AAR 855, Cleared to ZBAA, OFF 15R, BINIL __C departure, Y697, FL240, DEP FREQ 125.15, SQ 4855

Profile			Lesson 2		
TIME	FLIGHT PHASE	EVENT	FD	AP	AT
0+10	PREFLIGHT	FMS-CDU Preflight Procedure Preflight Procedure – Captain / First Officer			
0+20	START	Before Start Procedure Normal Engine Start			
0+35	TAXI (Captain only)	Taxi out 180° turn exercises (FO will be repositioned to takeoff position)			
0+40	TAKEOFF	Normal TO	Y		Y
0+50	CLIMB	RNAV SID	Y	Y	Y
1+00	APP & M/A	Manual ILS approach then missed approach	Y		Y
1+20	APP & LD	Manual ILS approach	Y		Y
		Manual LD	Y		Y
		Manual ILS approach and LD practice	Y		Y
1+35	TAKEOFF	Crosswind TO	Y		Y
		Visual traffic pattern	Y	Y	Y
1+50	LANDING	Crosswind LD	Y		Y
		Visual aiming practice	Y		Y
1+55	TAXI-IN	After landing procedure			
2+00	SHUT DOWN	Shutdown procedure/checklist			

Full Flight Simulator**Lesson 3****LESSON SUMMARY**

This lesson has one repeated flight profile, which is a night flight from **HANEDA** International Airport (RJTT) to **INCHEON** International Airport (RKSI) with an in-flight diversion.

The lesson will be conducted twice in a 4-hour block time with the trainees switching responsibilities (PF, PM duties).

The lesson concentrates on engine malfunctions after V1.

The lesson introduces windshear escape maneuvers while taking off.

The crew will practice further takeoff and landing maneuvers with increasing crosswinds up to 20kts; the maneuvers will be flown manually

LESSON OBJECTIVES

- Perform all normal and selected non-normal and supplementary procedures to the required level of proficiency
- Perform windshear escape maneuver
- Perform various approaches
 - Offset ILS approach
 - LDA approach
 - PRM approach
- Practice below items to Improve skill level:
 - Engine malfunctions
 - Single engine landing
 - Rapid decompression and emergency descent
 - Crosswind landing

LESSON COMPLETION STANDARD

- Proficient in performing the windshear escape maneuver
- Proficient in performing
 - LDA approach.
 - PRM approach.
 - Visual Approach
- Improved skill level of performing
 - Engine malfunctions during takeoff
 - Single engine landing with crosswind

- Landing with Flap malfunction
- RTO and passenger evacuation

NOTE

- If the crew's competencies do not meet the completion standards, refinement training shall be conducted and completed within the scheduled time.
- After completion of the training profile, perform "Extra Training" until the block hour ends and record whether any extra training is performed. (Refer to "1.15 TS/UP EXTRA")

Flight Data

Lesson 3

Flight Information

Flight Number	AAR720	A/C TYPE	B777-200 / 300
Departure	RJTT	Destination	RKSI
Runway	34R	Alternate	RKSS
Gate	N/A	Company Route	HNDICNP01
Visual	Night		

Performance

SIM[OZ] & 1	B777-200 [HL8284/7574]	SIM 2	B777-300 [HL7782]
Zero Fuel Weight	400,000 LBS	Zero Fuel Weight	480,000 LBS
Fuel on Board	60,000 LBS	Fuel on Board	74,000 LBS
Gross Weight	460,000 LBS	Gross Weight	554,000 LBS
MACTOW	25 %	MACTOW	26 %
Cruise Altitude	FL320	Cruise Altitude	FL320
PAX Number	180	PAX Number	180

Weather

RJTT	WIND 260/20 VIS 3KM -RA TEMP 18°C DP 16°C QNH 29.92 inHg
RKSI	WIND 240/20G25 VIS 9KM FEW 040 TEMP 15°C DP 10°C QNH 1013
RKSS	WIND 270/15G23 VIS 8KM FEW 050 TEMP 16°C DP 09°C QNH 1014

Note

Ground Electric Power	On	APU	Off
Door Open	L1, Bulk Cargo		

Clearance

AAR720, cleared to ICN, OFF 34R, BEKLA __departure, flight plan route, FL180, SQ 4720, DEP frequency 126.0

Profile			Lesson 3		
TIME	FLIGHT PHASE	EVENT	FD	AP	AT
0+15	START	Abnormal Engine Start (APU LIMIT) & Apply MEL			
0+25	TAKEOFF	Crosswind Takeoff WINDSHEAR	Y Y	Y	Y Y
0+40	CRZ	Rapid decompression Emergency descent	Y	Y	Y
0+55	APPROACH	Visual approach <input type="checkbox"/> FLAPS DRIVE	Y Y	Y	Y Y
1+00	LANDING	Crosswind Landing	Y		Y
1+10	TAKEOFF	Crosswind Takeoff Engine Malfunction after V1 Engine Out Departure Procedures	Y Y Y	Y	Y Y Y
1+30	APPROACH	VISUAL APPROACH(RJFF) TAILROAD 접근절차	Y Y	Y	Y Y
1+45	APPROACH	PRM approach with Breakout	Y		Y
2+00	EVACUATION	RTO (Engine Fire, not extinguished) Passenger evacuation			

Full Flight Simulator

Lesson 4

LESSON SUMMARY

This lesson consists of two SBT modules and maneuvers. The SBT modules are the partial flight segment. However, the flow follows a logical sequence of flight except when required to repeat a specific segment of flight. The crew will be expected to respond to instructions and situations as they would on a line flight. For the active runway change during ground operation, the crew briefing card will be used to change the set up and verify all correct for the changed runway.

The trainee will practice ground operation - preflight preparation, engine start and taxi, etc. - for the SBT module of this lesson. The SBT module begins at **INCHEON** International Airport. The trainees should prepare the Jeppesen charts of departure and destination airports, and become familiar with the departure, arrival and approach procedures. The crew performs Normal and selected Non-Normal Procedures, systems management, airplane control, and navigation using the FMC and autoflight systems.

Emphases are on metric altitude conversion, handling electrical, hydraulic and flight control system malfunctions, improper ATC instructions, and workload management.

All CRM skills must be applied during all phases of flight, but **workload management** skill is mainly concerned in this lesson.

The following are the Behavioral Indicators of **workload management**.

- Plans, prioritizes and schedules tasks effectively.
- Manages time efficiently when carrying out tasks.
- Offers and accepts assistance, delegates when necessary and asks for help early.
- Verifies that tasks are completed to the expected outcome (Concentrate on one thing at a time and ensure tasks are completed).
- Reviews, monitors and cross-checks actions conscientiously.
- Manages and recovers from interruptions, distractions, variations and failures effectively.

After SBT the trainee will perform MT, selected maneuvers from the previous lessons, at **INCHEON** International airport for continuous improvement of technical competencies.

LESSON OBJECTIVES

- Perform Normal and selected Non-Normal Procedures and Checklists. While

applying effective CRM attributes, especially focusing on workload management.

- Practice how to judge the vertical situation and handling of the high/low energy status

LESSON COMPLETION STANDARD

- Pilots should be proficient with all flows, Normal Procedures, and Checklists, for all phases of flight.
- Proficient in handling non-normal situations.
- Proficient in selected maneuvers.

NOTE

- If the crew's competencies do not meet the completion standards, refinement training shall be conducted and completed within the scheduled time.
- After completion of the training profile, perform "Extra Training" until the block hour ends and record whether any extra training is performed. (Refer to "1.15 TS/UP EXTRA")

Flight Data

Lesson 4

Route of Flight

Flight Number	AAR 853	A/C TYPE	B777-200 / 300
Departure	RKSI	Destination	ZBAA
RWY	16L	Alternate	RKSI
Gate	264	Company Route	ICNPEKP01
Visual	DAY		

Performance

SIM[OZ] & 1		SIM 2	
B777-200 [HL8284/7574]		B777-300 [HL7782]	
Zero Fuel Weight	384400 LB	Zero Fuel Weight	438900 LBS
Fuel On Board	71000 LBS	Fuel On Board	77700 LBS
Gross Weight	455400 LBS	Gross Weight	516500 LBS
MACTOW	27%	MACTOW	32%
Cruise Altitude	FL320	Cruise Altitude	FL320
PAX Number	221	PAX Number	221

Weather

RKSI	WIND 09020G25, 5000M -RA, BKN010, TEMP 15°C/DP 0°C, QNH 1013hPa
ZBAA	WIND 010/06MPS, 6000M, BKN020, TEMP 15°C/ DP 0°C, QNH 1013hPa

Note

Ground Electric Power	ON	APU	OFF
Door Open:	L1, Forward Cargo		

Clearance

AAR 853, CLEARED TO BEIJING, DEP RWY16L, BINIL __H DEP, CLIMB AND MAINTAIN FL240, DEP FREQ 125.15, SQ 3507

SUMMARY SBT

LESSON 4

Module 1

TIME	FLIGHT PHASE	EVENT	FD	AP	AT
0+20	PREFLIGHT	Preflight Procedure – Captain / First Officer			
0+30	START	MANUAL ENG Start (MEL: ENG AUTOSTART)			
0+35	TAXI	RWY & SID change (16L□15R & BINIL 2H□BINIL2C)			
0+40	TAKEOFF	Crosswind Takeoff	Y		Y
0+50	CLIMB	ATC: Climb clearance without cancellation of Altitude Restrictions	Y	Y	Y
		ENG FAILURE during climb (Recoverable)	Y	Y	Y
1+05	CRZ	Holding and inflight engine restart	Y	Y	Y
		Return			
1+15	APPROACH	VOR Approach	Y	Y	Y
1+20	GO AROUND	Missed Approach	Y		Y
1+25	APPROACH	Manual ILS Approach	Y		Y
1+30	LANDING	Crosswind Landing	Y	Y	Y

LESSON 4

Module 2

TIME	FLIGHT PHASE	EVENT	FD	AP	AT
Reposition (AA146)					
0+05	DESCEND	ATC: Altitude change with Restriction	Y	Y	Y
0+10		Holding	Y	Y	Y
0+15		<input type="checkbox"/> (UPRT)STABILIZER	Y		Y
0+20		ATC: Direct WPT for Shortcut	Y		Y
0+25	APPROACH	ILS with NO AUTOLAND	Y		Y
0+30	LANDING	Normal Landing	Y		Y

Flight Data

MT

Flight Information

Flight Number	AAR777	A/C TYPE	B777-200 / 300
Departure	RKSI	Destination	LOCAL AREA
Runway	33L	Alternate	N/A
Gate	N/A	Company Route	N/A
Visual	Day		

Performance

SIM[OZ] & 1	B777-200 [HL8284/7574]	SIM 2	B777-300 [HL7782]
Zero Fuel Weight	400,000 LBS	Zero Fuel Weight	480,000 LBS
Fuel on Board	60,000 LBS	Fuel on Board	74,000 LBS
Gross Weight	460,000 LBS	Gross Weight	554,000 LBS
MACTOW	25 %	MACTOW	26 %
Cruise Altitude	N/A	Cruise Altitude	N/A
PAX Number	N/A	PAX Number	N/A

Weather

RKSS	WIND 240/15 -SN TEMP 00°C DP-03°C QNH 1013 HPA
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Note

Ground Electric Power	Off	APU	Off
Door Open	None		

Clearance

N/A

SUMMARY MT

TIME	FLIGHT PHASE	EVENT	FD	AP	AT
0+10	TAKEOFF	Slippery Runway Takeoff	Y		Y
0+30	APPROACH	RNP Approach	Y	Y	Y
		Cold WX Temperature Correction			
		Missed Approach (rejected Landing)	Y		Y
		ILS Approach	Y	Y	Y
		Pilot Incapacitation	Y	Y	Y
0+35	LANDING	Crosswind Landing	Y		Y
0+45	TAKEOFF	Heavy Weight Takeoff (Crosswind with Gust)	Y		Y
		Engine Failure After V1	Y	Y	Y
0+50	APPROACH	Fuel Jettison	Y		Y
0+55	LANDING	Crosswind Landing with Gust	Y		Y

Full Flight Simulator

Lesson 5

LESSON SUMMARY

This lesson has one SBT module and maneuvers. The trainee will practice ground operation - preflight preparation, engine start and taxi, etc. – for the SBT module of this lesson. The SBT module begins from **INCHEON** International Airport (RKSI) to **FUKUOKA** International Airport (RJFF) with an in-flight diversion. The trainees should prepare the Jeppesen charts of departure and destination airports, and become familiar with the departure, arrival and approach procedures.

The crew will be expected to respond to instructions and situations as they would on a line flight. The crew performs Normal and selected Non-Normal Procedures, systems management, airplane control, and navigation using the FMC and autoflight systems.

This flight is a review and proficiency enhancement flight in preparation for the Check Ride. A captain should be the PF to conduct CAT II/III training items.

All CRM skills must be applied during all phases of flight, but **problem solving and decision making** is mainly concerned in this lesson.

The following are the Behavioral Indicators of **problem solving and decision making**.

- Identifies and analyzes what and why things have gone wrong and don't make early decision.
- Seeks accurate and adequate information from appropriate sources.
- Sets priorities appropriately.
- Uses appropriate and timely decision-making process.

After SBT the trainee will perform MT, maneuvers selected from the previous lessons, at **INCHEON** International airport for continuous improvement of technical competencies.

LESSON OBJECTIVES

- Perform Normal and selected Non-Normal Procedures and checklists, while applying effective CRM attributes in a real-time operational environment
- Practice CAT II/III operations
- Practice RNP(AR) approach procedures.

LESSON COMPLETION STANDARD

- Proficient in handling of the systems non-normal situations

- Proficient in CAT II/III operations
- Proficient in RNP(AR) approach procedures.

NOTE

- If the crew's competencies do not meet the completion standards, refinement training shall be conducted and completed within the scheduled time.
- After completion of the training profile, perform "Extra Training" until the block hour ends and record whether any extra training is performed. (Refer to "1.15 TS/UP EXTRA")

DUTY ASSIGNMENT

- C/F trainee composition
 - FO does PF duty from TO until CAPT does PF duty for CAT III with AH (Fail Operational) approach during SBT
 - CAPT does PM/ PF duty during SBT and PF duty during MT A, B, C, D and E
 - FO does PF/ PM duty during SBT,
 - PM duty during MT A and MT B
 - and PF duty during his/her MT C, D, E
- TIME ALLOCATION
 - C/F - Total scheduled time: 4+00 hours
 - C or F - Total scheduled time: 3+00 hours
 - C/C or F/F trainee composition training is not authorized.

Flight Data

LESSON 5

Route of Flight

Flight Number	AAR781	A/C TYPE	B777-200 / 300
Departure	RKSI	Destination	RJFF
RWY	33L	Alternate	RJFU
Gate	264	Company Route	
Visual	DAY		

Performance

SIM[OZ] & 1	B777-200 [HL8284/7574]	SIM 2	B777-300 [HL7782]
Zero Fuel Weight	381100 LBS	Zero Fuel Weight	436300 LBS
Fuel On Board	45400 LBS	Fuel On Board	50300 LBS
Gross Weight	426500 LBS	Gross Weight	496600 LBS
MACTOW	27%	MACTOW	28%
Cruise Altitude	FL290	Cruise Altitude	FL290
PAX Number	181	PAX Number	181

Weather

RKSI	WIND 28010KTS RVR 750/ 750/ 750M TEMP 5°C/ 5°C QNH 1013hPa
RJFF	WIND 15010KTS 9999 FEW030
RJFU	WIND 11010KTS 8000 -RA FEW015 SCT040

Note

Ground Electric Power:	ON	APU	OFF
Door Open:	L1, Forward Cargo		

Clearance

AAR781, CLEARED TO RJFF, DEP RWY 33L, OSPOT __A DEP, FL230, DEP FREQ 125.15, SQ 4107

SUMMARY SBT

LESSON 5

TIME	FLIGHT PHASE	EVENT	FD	AP	AT
0+15	PREFLIGHT	Preflight Procedure – Captain / First Officer			
0+20	START	ENG Start			
0+30	TAXI	Taxi			
0+35	TAKEOFF	Normal TO <i>(FO-PF)</i>	Y		Y
0+45	CLIMB	SYS Malfunction	Y	Y	Y
		<input type="checkbox"/> DOOR FWD CARGO	Y	Y	Y
		<input type="checkbox"/> PACK L + R	Y	Y	Y
0+55	HOLD	Holding (at PAMBI) <i>(CAPT-PF)</i>	Y	Y	Y
1+05	APPROACH	CAT III with AH (Fail Operational) approach	Y	Y	Y
		Rejected Landing	Y	Y	Y
1+25	LANDING	CAT III with AH (Fail Operational) Auto Landing	Y	Y	Y

Flight Data

MT

Flight Information

Flight Number	AAR781	A/C TYPE	B777-200 / 300
Departure	RKSI	Destination	LOCAL AREA
Runway	33L	Alternate	N/A
Gate	N/A	Company Route	N/A
Visual	DAY		

Performance

SIM[OZ] & 1	B777-200 [HL8284/7574]	SIM 2	B777-300 [HL7782]
Zero Fuel Weight	400,000 LBS	Zero Fuel Weight	480,000 LBS
Fuel on Board	60,000 LBS	Fuel on Board	74,000 LBS
Gross Weight	460,000 LBS	Gross Weight	554,000 LBS
MACTOW	25 %	MACTOW	26 %
Cruise Altitude	FL330	Cruise Altitude	FL330
PAX Number	180	PAX Number	180

Weather

RKSI	WIND 240/10 RVR 125/125/125M FG TP 15°C DP 15°C QNH 1013hPa
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Note

Ground Electric Power	Off	APU	Off
Door Open	None		

Clearance

N/A

SUMMARY MT

MODULE	EVENT	FD	AP	AT
A	RTO <i>(CAPT: PF, FO: PM)</i>	Y		Y
B	Low VIS Takeoff <i>(CAPT: PF, FO: PM)</i>	Y		Y
	Engine Failure After V1	Y	Y	Y
	CAT III with AH Approach <i>(CAPT: PF, FO: PM)</i>	Y	Y	Y
	Missed Approach	Y	Y	Y
	CAT III with AH Approach and Landing	Y	Y	Y
C	Low VIS Takeoff	Y		Y
	Engine Failure After V1	Y		Y
	Holding*	Y	Y	Y
	Manual ILS Approach with ENG INOP	Y		Y
	Missed Approach	Y		Y
	Manual ILS Approach and Landing with ENG INOP	Y		Y
D	Crosswind Takeoff with Gust	Y		Y
	GPWS	Y		
	TCAS	Y		
	Visual Approach	Y	Y	Y
	Crosswind Landing with Gust	Y		Y
E	VNKT RNP(AR) Approach	Y	Y	Y
	Missed Approach	Y	Y	Y
	HOLDING	Y	Y	Y
	VNKT RNP(AR) Approach and Landing	Y		Y

*: WAIVED ITEM

Full Flight Simulator**Evaluation****EVALUATION SUMMARY**

The simulator evaluation flight profiles include SBE (Scenario Based Evaluation) and ME (Maneuver Evaluation).

The instructor will provide appropriate instructions, weather information and air traffic clearances and, insofar as possible, conduct the flight on a real time basis.

The crew will be expected to respond to instructions and situations as they would on a line flight, and to use flight deck resources available (autopilot, autothrottle, etc.) unless specifically restricted by the evaluator.

The whole 8 competencies will be evaluated during the evaluation.

LESSON COMPLETION STANDARD

- Proficient in performing all airplane control, levels of automation, handling of non-normal situations, applying CRM attributes successfully during all procedures
- Proficient in Maneuver Evaluation (Proficiency Check) items.
Proficient in all areas of competencies at or above grade 3 level according to the Pilot Qualification Standards in FOTM.
 - Any grade 2 may pass the evaluation
 - However, he/she will be assigned to Enhancement Training until achieving a level at or above grade 3 levels in all areas of competencies.

NOTE

- After completion of the training profile, perform "Extra Training" until the block hour ends and record whether any extra training is performed. (Refer to "1.15 TS/UP EXTRA")

DUTY ASSIGNMENT

- C/F trainee composition
 - FO does PF duty from TO until CAPT does PF duty for CAT III with AH (Fail Operational) approach during SBE
 - CAPT does PM/ PF duty during SBE and PF duty during ME A, B, C, D and E
 - FO does PF/ PM duty during SBE,
PM duty during CAPT ME A and B

and PF duty during his/her ME C, D, E

- TIME ALLOCATION
 - C/F trainee composition - Total scheduled time: 4+00 hours
 - C or F – Total scheduled time: 3+00 hours
 - C/C or F/F trainee composition training is not authorized.

Flight Data

SBE

Route of Flight

Flight Number	AAR 853	A/C TYPE	B777-200 / 300
Departure	RKSI	Destination	ZBAA
RWY	33L	Alternate	RKSI
Gate	264	Company Route	ICNPEKP01
Visual	DAY		

Performance

SIM[OZ] & 1	B777-200 [HL8284/7574]	SIM 2	B777-300 [HL7782]
Zero Fuel Weight	384400 LB	Zero Fuel Weight	438900 LBS
Fuel On Board	71000 LBS	Fuel On Board	77700 LBS
Gross Weight	455400 LBS	Gross Weight	516500 LBS
MACTOW	27%	MACTOW	32%
Cruise Altitude	FL320	Cruise Altitude	FL320
PAX Number	221	PAX Number	221

Weather

RKSI	WIND 28010KTS RVR 750/ 750/ 750M TEMP 5°C/ 5°C QNH 1013hPa
ZBAA	WIND 010/06MPS, 6000M, BKN020, TEMP 15°C/ DP 0°C, QNH 1013hPa

Note

Ground Electric Power	ON	APU	OFF
Door Open:	L1, Forward Cargo		

Clearance

AAR853, CLEARED TO BEIJING, DEP RWY33L, NOPIK_A DEP, CLIMB AND MAINTAIN FL240, DEP FREQ 125.15, SQ 3507

SUMMARY SBE

Evaluation

TIME	FLIGHT PHASE	EVENT	FD	AP	AT
0+10	PREFLIGHT	Preflight Procedure – Captain / First Officer			
0+15	START	ENG Start			
0+20	TAXI	Taxi			
0+25	TAKEOFF	Normal TO <i>(FO-PF)</i>	Y		Y
0+30	CLIMB	SYS Malfunction			Y
		<input type="checkbox"/> DOOR FWD CARGO	Y	Y	Y
		<input type="checkbox"/> PACK L + R	Y	Y	Y
0+50	HOLD	Holding (at PAMBI) <i>(CAPT-PF)</i>	Y	Y	Y
0+55	APPROACH	CAT III with AH (Fail Operational) approach	Y	Y	Y
		Rejected Landing	Y	Y	Y
1+15	LANDING	CAT III with AH (Fail Operational) Auto Landing	Y	Y	Y

Flight Data

ME

Flight Information

Flight Number	AAR 853	A/C TYPE	B777-200 / 300
Departure	RKSI	Destination	LOCAL AREA
Runway	33L	Alternate	N/A
Gate	N/A	Company Route	N/A
Visual	DAY		

Performance

SIM[OZ] & 1	B777-200 [HL8284/7574]	SIM 2	B777-300 [HL7782]
Zero Fuel Weight	400,000 LBS	Zero Fuel Weight	480,000 LBS
Fuel on Board	60,000 LBS	Fuel on Board	74,000 LBS
Gross Weight	460,000 LBS	Gross Weight	554,000 LBS
MACTOW	25 %	MACTOW	26 %
Cruise Altitude	FL330	Cruise Altitude	FL330
PAX Number	180	PAX Number	180

Weather

RKSI	WIND 240/10 RVR 125/125/125M FG TP 15°C DP 15°C QNH 1013hPa
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Note

Ground Electric Power	Off	APU	Off
Door Open	None		

Clearance

N/A

SUMMARY ME

EVALUATION

MODULE	EVENT	FD	AP	AT
A	RTO <i>(CAPT: PF, FO: PM)</i>	Y		Y
B	Low VIS Takeoff <i>(CAPT: PF, FO: PM)</i>	Y		Y
	Engine Failure After V1	Y	Y	Y
	CAT III with AH Approach <i>(CAPT: PF, FO: PM)</i>	Y	Y	Y
	Missed Approach	Y	Y	Y
	CAT III with AH Approach and Landing	Y	Y	Y
C	Low VIS Takeoff	Y		Y
	Engine Failure After V1	Y		Y
	Holding*	Y	Y	Y
	Manual ILS Approach with ENG INOP	Y		Y
	Missed Approach	Y		Y
	Manual ILS Approach and Landing with ENG INOP	Y		Y
D	Crosswind Takeoff with Gust	Y		Y
	GPWS	Y		
	TCAS	Y		
	Visual Approach	Y	Y	Y
	Crosswind Landing with Gust	Y		Y
E	VNKT RNP(AR) Approach	Y	Y	Y
	Missed Approach	Y	Y	Y
	VNKT RNP(AR) Approach and Landing	Y		Y

*: WAIVED ITEM

Full Flight Simulator

Lesson 7 ADD Training

LESSON SUMMARY

This lesson has one SBT module and maneuvers. The trainee will practice ground operation - preflight preparation, engine start and taxi, etc. – for the SBT module of this lesson.

The SBT module begins from **INCHEON** International Airport (RKSI) to **FUKUOKA** International Airport (RJFF) with an in-flight diversion. The trainees should prepare the Jeppesen charts of departure and destination airports, and become familiar with the departure, arrival and approach procedures.

The crew will be expected to respond to instructions and situations as they would on a line flight. The crew performs Normal and selected Non-Normal Procedures, systems management, airplane control, and navigation using the FMC and autoflight systems.

This flight is a review and proficiency enhancement flight in preparation for the Check Ride. A captain should be the PF to conduct CAT II/III training items.

All CRM skills must be applied during all phases of flight, but **problem solving and decision making** is mainly concerned in this lesson.

The following are the Behavioral Indicators of **problem solving and decision making**.

- Identifies and analyzes what and why things have gone wrong and doesn't make early decisions.
- Seeks accurate and adequate information from appropriate sources.
- Sets priorities appropriately.
- Uses appropriate and timely decision-making processes.

After SBT the trainee will perform MT, maneuvers selected from the previous lessons, at **INCHEON** International airport for continuous improvement of technical competencies.

LESSON OBJECTIVES

- Perform Normal and selected Non-Normal Procedures and checklists, while applying effective CRM attributes in a real-time operational environment
- Practice CAT II/III operations
- Practice RNP and Visual approach procedures

LESSON COMPLETION STANDARD

- Proficient in handling of the systems non-normal situations
- Proficient in CAT II/III operations
- Proficient in RNP and Visual approach procedures

NOTE

- If the crew's competencies do not meet the completion standards, refinement training shall be conducted and completed within the scheduled time.
- After completion of the training profile, perform "Extra Training" until the block hour ends and record whether any extra training is performed. (Refer to "1.15 TS/UP EXTRA")

DUTY ASSIGNMENT

- C/F trainee composition
 - FO does PF duty from TO until CAPT does PF duty for CAT III with AH (Fail Operational) approach during SBT
 - CAPT does PM/ PF duty during SBT and PF duty during MT A, B, C, and D
 - FO does PF/ PM duty during SBT,
 - PM duty during CAPT MT A and B
 - and PF duty during his/her MT C, and D
- TIME ALLOCATION
 - C/F trainee composition - Total scheduled time: 4+00 hours
 - C or F – Total scheduled time: 3+00 hours
 - C/C or F/F trainee composition training is not authorized.

Flight Data

ADD SBT

Route of Flight

Flight Number	AAR781	A/C TYPE	B777-200 / 300
Departure	RKSI	Destination	RJFF
RWY	33L	Alternate	RJFU
Gate	264	Company Route	
Visual	DAY		

Performance

SIM[OZ] & 1	B777-200 [HL8284/7574]	SIM 2	B777-300 [HL7782]
Zero Fuel Weight	381100 LBS	Zero Fuel Weight	436300 LBS
Fuel On Board	45400 LBS	Fuel On Board	50300 LBS
Gross Weight	426500 LBS	Gross Weight	496600 LBS
MACTOW	27%	MACTOW	28%
Cruise Altitude	FL290	Cruise Altitude	FL290
PAX Number	181	PAX Number	181

Weather

RKSI	WIND 28010KTS RVR 750/ 750/ 750M T 5°C DP 5°C QNH 1013hPa
RJFF	WIND 15010KTS 9999 FEW030
RJFU	WIND 11010KTS 8000 -RA FEW015 SCT040

Note

Ground Electric Power:	ON	APU	OFF
Door Open:	L1, Forward Cargo		

Clearance

AAR781, CLEARED TO RJFF, DEP RWY 33L, OSPOT __A DEP, FL230, DEP FREQ 125.15, SQ 4107

SUMMARY ADD SBT

LESSON 7

TIME	FLIGHT PHASE	EVENT	FD	AP	AT
0+20	PREFLIGHT	Preflight Procedure – Captain / First Officer			
0+30	START	ENG Start			
0+40	TAXI	Taxi			
0+40	TAKEOFF	Normal TO <i>(FO-PF)</i>	Y		Y
0+45	CLIMB	SYS Malfunction			Y
		<input type="checkbox"/> DOOR FWD CARGO	Y	Y	Y
		<input type="checkbox"/> PACK L + R	Y	Y	Y
1+00	HOLD	Holding (at PAMBI) <i>(CAPT-PF)</i>	Y	Y	Y
1+05	APPROACH	CAT III with AH (Fail Operational) approach	Y	Y	Y
		Rejected Landing	Y	Y	Y
1+25	LANDING	CAT III with AH (Fail Operational) Auto Landing	Y	Y	Y

Flight Data

ADD MT

Flight Information

Flight Number	AAR781	A/C TYPE	B777-200 / 300
Departure	RKSI	Destination	LOCAL AREA
Runway	33L	Alternate	N/A
Gate	N/A	Company Route	N/A
Visual	DAY		

Performance

SIM[OZ] & 1	B777-200 [HL8284/7574]	SIM 2	B777-300 [HL7782]
Zero Fuel Weight	400,000 LBS	Zero Fuel Weight	480,000 LBS
Fuel on Board	60,000 LBS	Fuel on Board	74,000 LBS
Gross Weight	460,000 LBS	Gross Weight	554,000 LBS
MACTOW	25 %	MACTOW	26 %
Cruise Altitude	FL330	Cruise Altitude	FL330
PAX Number	180	PAX Number	180

Weather

RKSI	WIND 240/10 RVR 125/125/125M FG TP 15°C DP 15°C QNH 1013hPa
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Note

Ground Electric Power	Off	APU	Off
Door Open	None		

Clearance

N/A

SUMMARY ADD MT

MODULE	EVENT	FD	AP	AT
A	RTO <i>(CAPT: PF, FO: PM)</i>	Y		Y
B	Low VIS Takeoff <i>(CAPT: PF, FO: PM)</i>	Y		Y
	Engine Failure After V1	Y		Y
	CAT III with AH Approach <i>(CAPT: PF, FO: PM)</i>	Y	Y	Y
	Missed Approach	Y	Y	Y
	CAT III with AH Approach and Landing	Y	Y	Y
C	Low VIS Takeoff	Y		Y
	Engine Failure After V1	Y		Y
	Holding*	Y	Y	Y
	Manual ILS Approach with ENG INOP	Y		Y
	Missed Approach	Y		Y
	Manual ILS Approach and Landing with ENG INOP	Y		Y
D	Crosswind Takeoff with Gust	Y		Y
	GPWS	Y		
	TCAS	Y		
	RNP Approach	Y	Y	Y
	Rejected Landing	Y		Y
	Visual Approach	Y	Y	Y
	Crosswind Landing with Gust	Y		Y

*: WAIVED ITEM

Full Flight Simulator**Re-Evaluation****EVALUATION SUMMARY**

The simulator evaluation flight profiles include SBE (Scenario Based Evaluation) and ME (Maneuver Evaluation).

The instructor will provide appropriate instructions, weather information and air traffic clearances and, insofar as possible, conduct the flight on a real time basis.

The crew will be expected to respond to instructions and situations as they would on a line flight, and to use flight deck resources available (autopilot, autothrottle, etc.) unless specifically restricted by the evaluator.

The whole 8 competencies will be evaluated during the evaluation.

LESSON COMPLETION STANDARD

- Proficient in performing all airplane control, levels of automation, handling of non-normal situations, applying CRM attributes successfully during all procedures
- Proficient in Maneuver Evaluation (Proficiency Check) items.
- Proficient in all areas of competencies at or above grade 3 level according to the Pilot Qualification Standards in FOTM.
 - Any grade 2 may pass the evaluation
 - However, he/she will be assigned to Enhancement Training until achieving a level at or above grade 3 levels in all areas of competencies.

NOTE

- After completion of the training profile, perform “Extra Training” until the block hour ends and record whether any extra training is performed. (Refer to “1.15 TS/UP EXTRA”)

DUTY ASSIGNMENT

- C/F trainee composition
 - FO does PF duty from TO until CAPT does PF duty for CAT III with AH (Fail Operational) approach during SBE
 - CAPT does PM/ PF duty during SBT and PF duty during ME A, B, C, D and E
 - FO does PF/ PM duty during SBE,

PM duty during CAPT ME A and B
and PF duty during his/her ME C, D, E

- TIME ALLOCATION
 - C/F trainee composition - Total scheduled time: 4+00 hours
 - C or F – Total scheduled time: 3+00 hours
 - C/C or F/F trainee composition training is not authorized.

Flight Data

ADD SBE

Route of Flight

Flight Number	AAR 853	A/C TYPE	B777-200 / 300
Departure	RKSI	Destination	ZBAA
RWY	33L	Alternate	RKSI
Gate	264	Company Route	ICNPEKP01
Visual	DAY		

Performance

SIM[OZ] & 1		SIM 2	
B777-200 [HL8284/7574]		B777-300 [HL7782]	
Zero Fuel Weight	384400 LB	Zero Fuel Weight	438900 LBS
Fuel On Board	71000 LBS	Fuel On Board	77700 LBS
Gross Weight	455400 LBS	Gross Weight	516500 LBS
MACTOW	27%	MACTOW	32%
Cruise Altitude	FL320	Cruise Altitude	FL320
PAX Number	221	PAX Number	221

Weather

RKSI	WIND 28010KTS RVR 750/ 750/ 750M TEMP 5°C/ 5°C QNH 1013hPa
ZBAA	WIND 010/06MPS, 6000M, BKN020, TEMP 15°C/ 0°C, QNH 1013hPa

Note

Ground Electric Power	ON	APU	OFF
Door Open:	L1, Forward Cargo		

Clearance

[AAR853](#), CLEARED TO BEIJING, DEP RWY33L, NOPIK_A DEP, CLIMB AND MAINTAIN FL240, DEP FREQ 125.15, SQ 3507

SUMMARY ADD SBE

Re-Evaluation

TIME	FLIGHT PHASE	EVENT	FD	AP	AT
0+20	PREFLIGHT	Preflight Procedure – Captain / First Officer			
0+30	START	ENG Start			
0+40	TAXI	Taxi			
0+40	TAKEOFF	Normal TO <i>(FO-PF)</i>	Y		Y
0+45	CLIMB	SYS Malfunction			Y
		<input type="checkbox"/> DOOR FWD CARGO	Y	Y	Y
		<input type="checkbox"/> PACK L + R	Y	Y	Y
1+00	HOLD	Holding (at PAMBI) <i>(CAPT-PF)</i>	Y	Y	Y
1+05	APPROACH	CAT III with AH (Fail operational) approach	Y	Y	Y
		Rejected Landing	Y	Y	Y
1+25	LANDING	CAT III with AH (Fail operational) Auto Landing	Y	Y	Y

Flight Data

ADD ME

Flight Information

Flight Number	AAR853	A/C TYPE	B777-200 / 300
Departure	RKSI	Destination	LOCAL AREA
Runway	33L	Alternate	N/A
Gate	N/A	Company Route	N/A
Visual	DAY		

Performance

SIM[OZ] & 1	B777-200 [HL8284/7574]	SIM 2	B777-300 [HL7782]
Zero Fuel Weight	400,000 LBS	Zero Fuel Weight	480,000 LBS
Fuel on Board	60,000 LBS	Fuel on Board	74,000 LBS
Gross Weight	460,000 LBS	Gross Weight	554,000 LBS
MACTOW	25 %	MACTOW	26 %
Cruise Altitude	FL330	Cruise Altitude	FL330
PAX Number	180	PAX Number	180

Weather

RKSI	WIND 240/10 RVR 125/125/125M FG TP 15°C DP 15°C QNH 1013hPa
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Note

Ground Electric Power	Off	APU	Off
Door Open	None		

Clearance

N/A

SUMMARY ADD ME

MODULE	EVENT	FD	AP	AT
A	RTO <i>(CAPT: PF, FO: PM)</i>	Y		Y
B	Low VIS Takeoff <i>(CAPT: PF, FO: PM)</i>	Y		Y
	Engine Failure After V1	Y	Y	Y
	CAT III with AH Approach <i>(CAPT: PF, FO: PM)</i>	Y	Y	Y
	Missed Approach	Y	Y	Y
	CAT III with AH Approach and Landing	Y	Y	Y
C	Low VIS Takeoff	Y		Y
	Engine Failure After V1	Y		Y
	Holding*	Y	Y	Y
	Manual ILS Approach with ENG INOP	Y		Y
	Missed Approach	Y		Y
	Manual ILS Approach and Landing with ENG INOP	Y		Y
D	Crosswind Takeoff with Gust	Y		Y
	GPWS	Y		
	TCAS	Y		
	Visual Approach	Y	Y	Y
	Crosswind Landing with Gust	Y		Y
E	VNKT RNP(AR) Approach	Y	Y	Y
	Missed Approach	Y	Y	Y
	VNKT RNP(AR) Approach and Landing	Y		Y

*: WAIVED ITEM