

Training and Operations Manual

Summary Supplement C

Issue 01 Revision A



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JetSky Flight Simulation Airbus A320 Training and Operations Manual Summary Supplement A

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CHANGE RECORD

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1 INTRODUCTION

1.1 Disclaimer

The contents of this document are for information only and only applicable to, and in accordance with, JetSky Flight Simulation operations and shall not be used for flight operational purposes.

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1.2 Document Purpose and usage

This document outlines JetSky Flight Simulation training and operations guidelines to be used in accordance with JetSky Flight Simulation flight simulator operations only.

1.3 Documents and acronyms

1.3.1 Reference documents

Reserved

1.3.2 Applicable documents

Reserved

1.3.3 Acronyms / Abbreviations

Acronyms / Abbreviations		
A/THR	Autothrust	
AND	Aeroplane Nose Down	
ANU	Aeroplane Nose Up	
AP	Autopilot	
DA(H)	Decision Altitude (Height)	
FD	Flight Director	
FMGS	Flight Management and Guidance System	



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FPD	Flight Path Director	
FPV	Flight Path Vector	
G/S	Glideslope	
GS	Ground Speed (also Glideslope)	
ILS	Instrument Landing System	
JTOM	JetSky Training and Operations Manual	
LIM	Limit	
LLZ	Localizer	
LO	Low	
LOC	Localiser	
LS	Landing System	
LVO	Low Visibility Operations	
LVP	Low Visibility Procedures	
MAX	Maximum	
MDA	Minimum Descent Altitude	
MED	Medium	
PF	Pilot Flying	
PM	Pilot Monitoring	
RNAV	Area Navigation	
RTO	Rejected Takeoff	
TOM	Training and Operations Manual	



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2 FLIGHT PROFILE PATTERNS



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2.1.1.1 Normal Takeoff

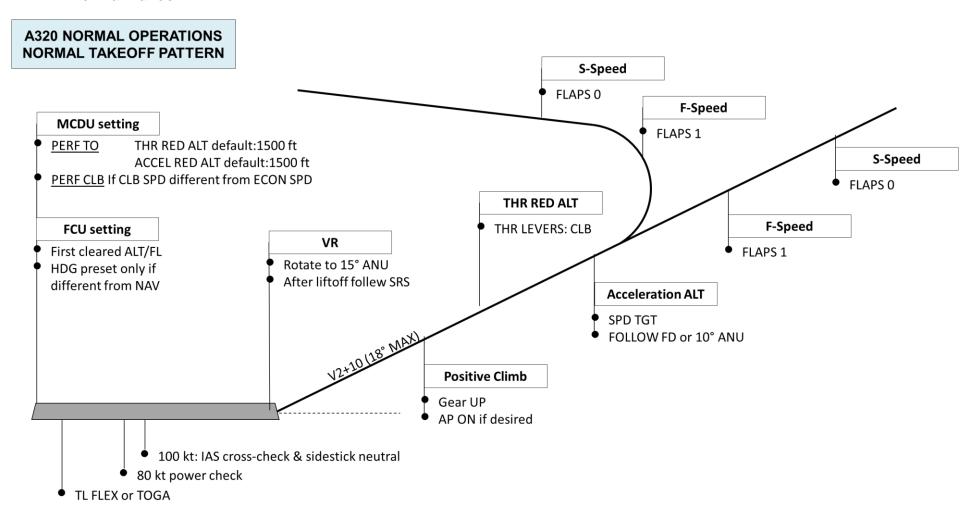


Figure 1 Normal Take Off Pattern



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2.1.1.2 Climb Pattern

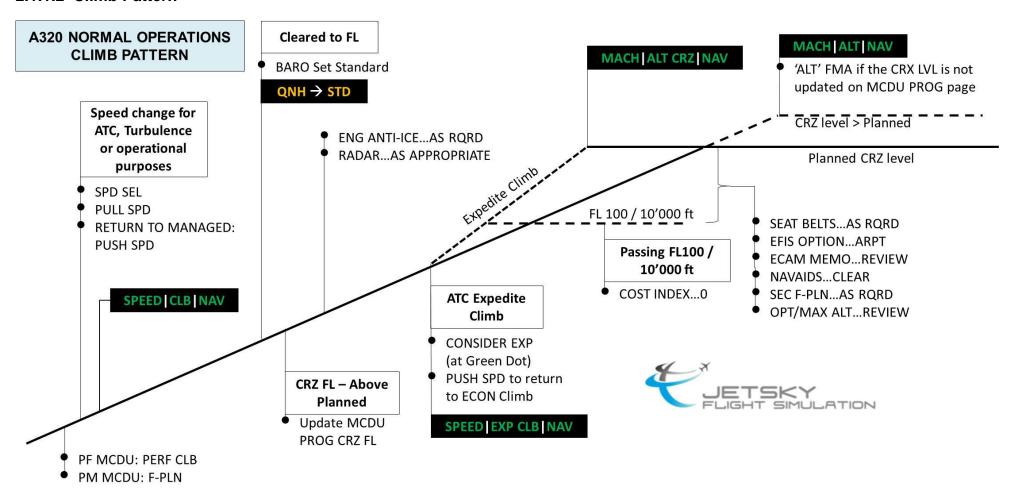


Figure 2 Climb Pattern



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2.1.1.3 Approach Briefing Pattern



A320 NORMAL OPERATIONS APPROACH BRIEFING PATTERN

OVERVIEW	ARRIVAL PROCEDURE	APPROACH AND GO-AROUND	Aircraft Configuration and Guidance Management
 Weather. (Weather in descent and at DEST/ATLNs). Aircraft status (A/C variant, OEB's, MEL ADD-1, IN-FLIGHT FAILURES). NOTAMS (including reference to Airport Category/CCI effective date and content as applicable). Threats (Identification and Mitigations). 	☐ Terminal area topography to ensure proper terrain awareness. Relevant MSA should be considered and agreed ☐ Clearance Limit/Holding. ☐ Routing, speed and altitude constraints.	□ Lateral navigation and vertical profile review. □ Platform altitude compared with airfield elevation and final descent point. □ Minima. □ Go Around Stop Altitude. □ Fuel/Options. □ Landing □ Landing Flaps and landing performance. □ Visual picture expected and	Aircraft Configuration and Guidance Management Early stabilized or decelerated approach. Speed and configuration at final course intercept. Flaps 2 selection point. Use of autopilot. Guidance/Modes to be used including go-around. Action in case of system
		PAPI angle. Runway conditions, lighting and dimensions. Autobrake selection. Taxi routing/OFTA	failures.

Figure 3 Approach Briefing



2.1.1.4 DECELERATED APPROACH PATTERN

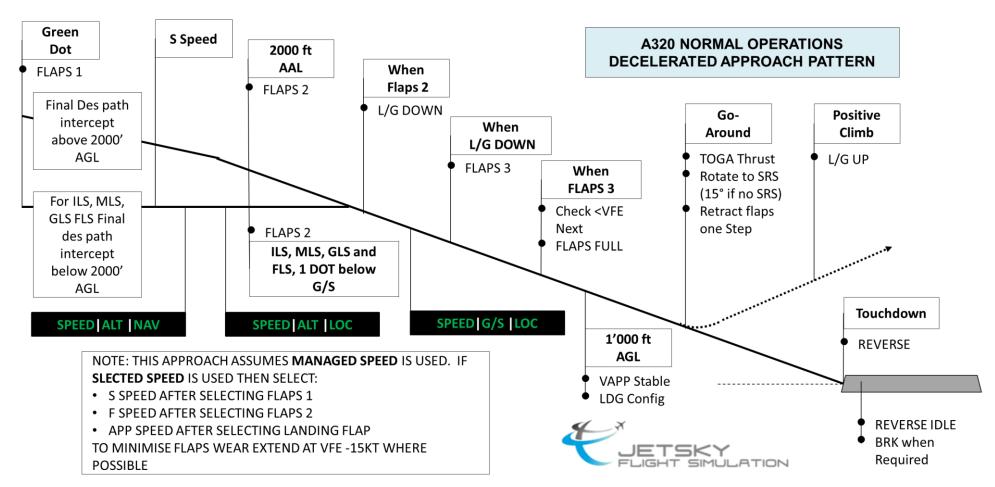


Figure 4 Decelerated approach pattern



2.1.1.5 FPA GUIDED APPROACH PATTERN

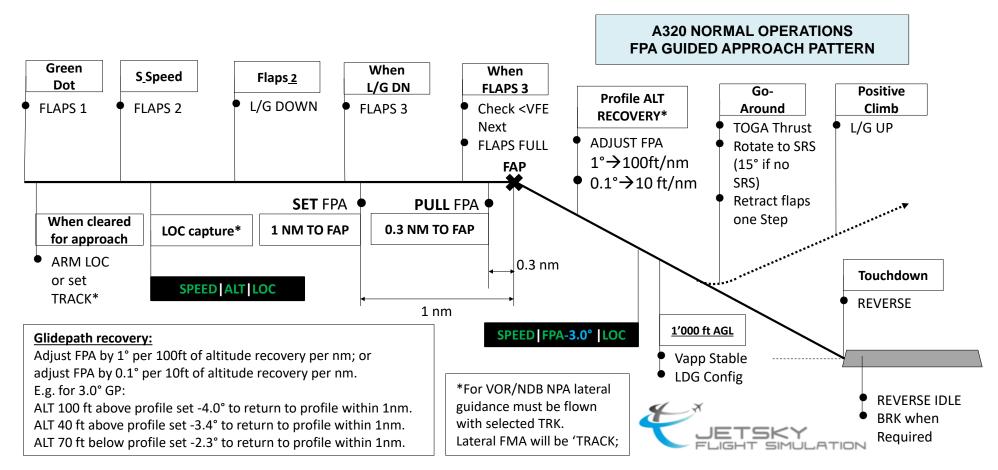


Figure 5 FPA Guided Approach Pattern.



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2.1.1.6 Circling Approach Pattern

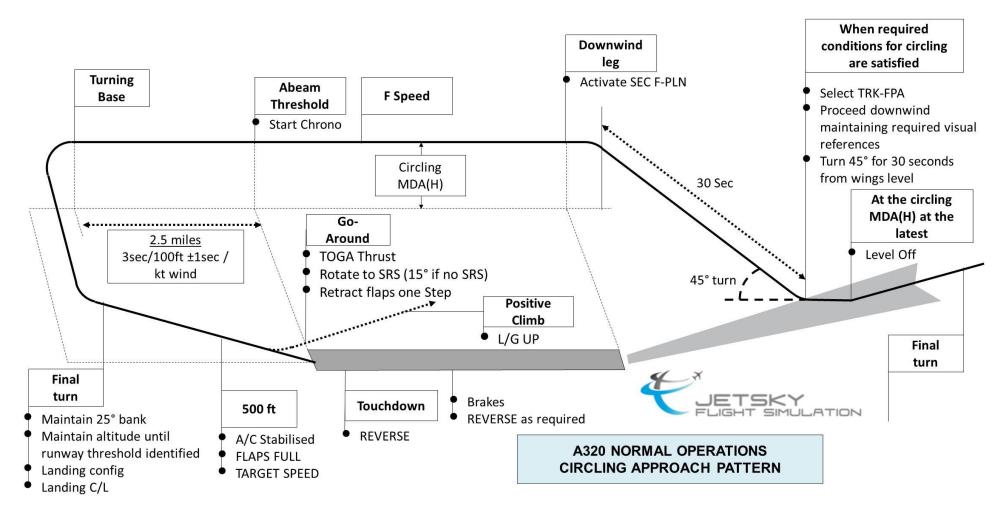


Figure 6 Circling Approach Pattern



2.1.1.7 Visual Approach Pattern

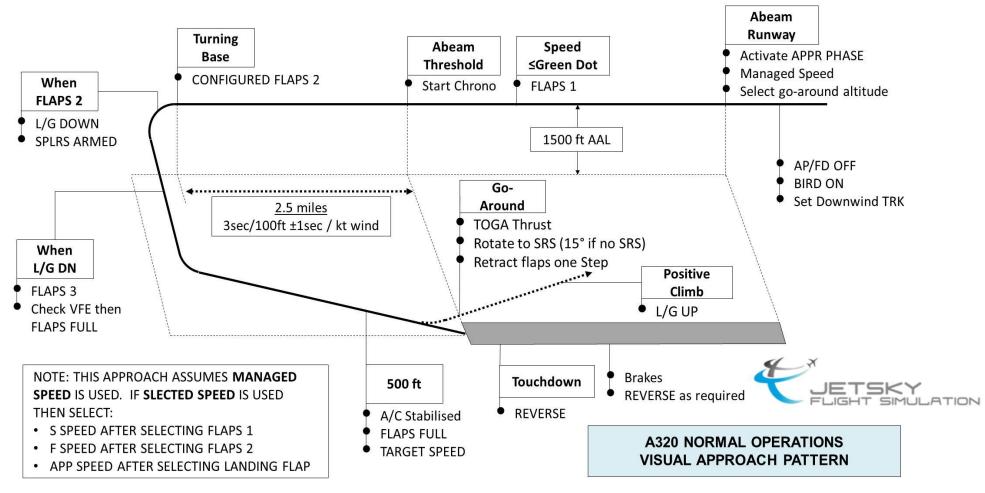
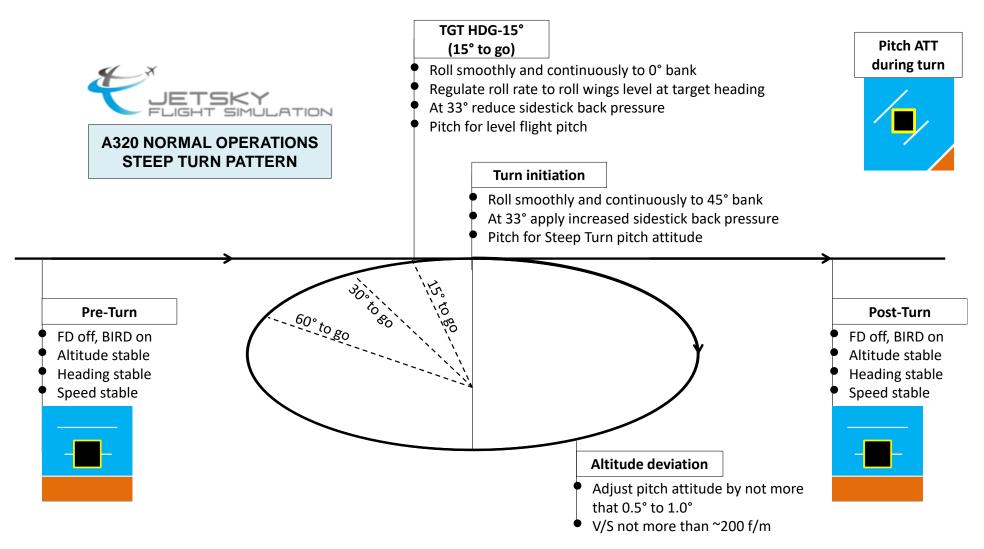


Figure 7 Visual Approach Pattern



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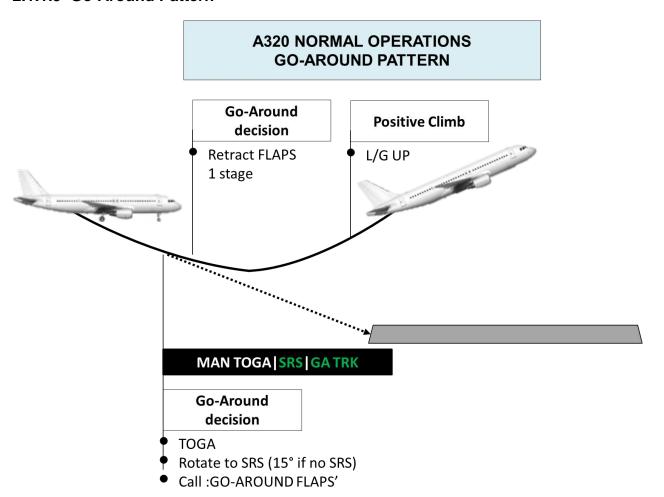
2.1.1.8 Steep Turn Pattern





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2.1.1.9 Go-Around Pattern



"GO-AROUND FLAPS"

TOGA THRUST PITCH UP

GO-AROUND if:

- Not ready for approach;
- Aircraft not correctly positioned;
- Not visual at Decision Altitude;
- Aircraft is not stabilised
 Stabilised criteria:
 - Speed +10/-5 kt
 - LOC or GS <1 DOT
 - V/S <1000 ft/min
 - [Bank angle ≤ 15°]
 - [Pitch ≤ 10°]
 - Landing configuration:
 - L/G DOWN
 - FLAPS LDG CONF
 - SPLRS ARMED



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END OF DOCUMENT