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Federal Aviation Administration  
Washington, DC

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## Flight Standardization Board (FSB) Report

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Revision: 6  
Date: 04/19/2019

Manufacturer  
**Airbus SAS**

Type Certificate Data Sheet (TCDS)	TCDS Identifier	Marketing Name	Pilot Type Rating
A28NM	A318 Series	A318	A-320
A28NM	A319 Series	A319ceo A319neo	A-320
A28NM	A320 Series	A320ceo A320neo	A-320
A28NM	A321 Series	A321ceo A321neo	A-320

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# TABLE OF CONTENTS

<b>Section</b>	<b>Page</b>
1. RECORD OF REVISIONS .....	3
2. INTRODUCTION .....	3
3. HIGHLIGHTS OF CHANGE .....	3
4. BACKGROUND .....	3
5. ACRONYMS.....	4
6. DEFINITIONS.....	5
7. PILOT TYPE RATING .....	6
8. RELATED AIRCRAFT.....	6
9. PILOT TRAINING.....	7
10. PILOT CHECKING.....	9
11. PILOT CURRENCY .....	11
12. OPERATIONAL SUITABILITY.....	13
13. MISCELLANEOUS .....	14
APPENDIX 1. DIFFERENCES LEGEND .....	16
APPENDIX 2. MASTER DIFFERENCES REQUIREMENTS (MDR) TABLE.....	18
APPENDIX 3. DIFFERENCES TABLES .....	19
APPENDIX 4. QUALIFICATION AND CURRENCY PLANS FOR RELATED AIRCRAFT TRANSITION.....	48
APPENDIX 5. TYPE RATING CHECKS AFTER RELATED AIRCRAFT DIFFERENCES TRAINING.....	49
APPENDIX 6. RELATED AIRCRAFT ON DIFFERENT TCDS TRAINING AND CHECKING PLANS FOR MIXED FLEET FLYING OPERATIONS.....	50

## 1. RECORD OF REVISIONS

Revision Number	Section(s)	Page(s)	Date
Original			10/02/1996
1			04/27/2001
2			10/26/2005
3			05/30/2012
4			07/31/2013
5	5, 6, Appendix 1		06/10/2016
6	All	All	04/19/2019

## 2. INTRODUCTION

Aircraft Evaluation Groups (AEG) are responsible for working with aircraft manufacturers and modifiers during the development and Federal Aviation Administration (FAA) certification of new and modified aircraft to determine: 1) the pilot type rating; 2) flightcrew member training, checking, and currency requirements; and 3) operational suitability.

This report lists those determinations for use by: 1) FAA employees who approve training programs; 2) FAA employees and designees who certify airmen; and 3) aircraft operators and training providers to assist them in developing their flightcrew member training, checking, and currency.

## 3. HIGHLIGHTS OF CHANGE

The purpose of this revision is to convert the previous combined A320/A330/A340 Flight Standardization Board (FSB) report to the individual A320 FSB report. Additionally, this report is modified from the previous revision. Major modifications include deleting currency levels depicted in the Master Differences Requirements (MDR) table, renaming of Operator Differences Requirements (ODR) Tables to Differences Tables, and deleting regulatory repetitive information.

## 4. BACKGROUND

The Transport Aircraft Seattle Branch formed an FSB that evaluated the A320 as defined in FAA Type Certificate Data Sheet (TCDS) #A28NM. The initial evaluation was conducted in 1989 at a time when there was no formal guidance such as FAA Advisory Circular (AC) 120-53, Crew

Qualification and Pilot Type Rating Requirements for Transport Category Aircraft Under FAR Part 121, which was released in 1991. Subsequent evaluations were conducted during 1994 and 1995 to evaluate related aircraft differences training with the Airbus A330 and Airbus A340, as well as the differences training with the A320 variations. This led to issuance of the original A320/A330/A340 combined FSB report, subsequently revised as needed.

In October 2015, the A320 FSB conducted an evaluation of the related aircraft differences training for the A320 equipped with “neo engines”. The evaluation conducted used the methods described in the current edition of AC 120-53, Guidance for Conducting and Use of Flight Standardization Board Evaluations.

For the A321neo, the FSB conducted in 2017 an evaluation by analysis, as per method described for T1 in the current edition of AC 120-53. This report captures all these results.

## 5. ACRONYMS

14 CFR	Title 14 of the Code of Federal Regulations
AC	Advisory Circular
ACFT	Aircraft
ACS	Airmen Certification Standards
AEG	Aircraft Evaluation Group
ASCT	Approved Simulator Course of Training
ATP	Airline Transport Pilot
AV	Audiovisual Presentation
CG	Center of Gravity
CONF	Configuration
CPT	cockpit procedures trainer
EASA	European Union Aviation Safety Agency
EFIS	Electronic Flight Instrument System
FAA	Federal Aviation Administration
FCU	Flight Control Unit
FE	Flight Engineer
FFS	Full Flight Simulator
FMA	Flight Mode Annunciator
FMS	flight management system
FSB	Flight Standardization Board
FSTD	Flight Simulation Training Device
FTD	Flight Training Device
HO	Handout
ICBI	Interactive Computer-Based Instruction
LOC	Localizer
MDR	Master Differences Requirements
MLW	Maximum Certificated Landing Weight
NAS	National Airspace System
ODR	Operator Differences Requirement
OE	Operating Experience

OEI	One-Engine Inoperative
PC	Proficiency Check
PF	Pilot Flying
PM	Pilot Monitoring
POI	Principal Operations Inspector
PTS	Practical Test Standards
PTT	Part Task Trainer
SU	Stand-Up Instruction
TASE	Training Areas of Special Emphasis
TC	Type Certificate
TCBI	Tutorial Computer-Based Instruction
TCDS	Type Certificate Data Sheet
V <sub>1</sub>	Takeoff Decision Speed
V <sub>LS</sub>	Lowest Selectable Speed

## 6. DEFINITIONS

These definitions are for the purposes of this report only.

- 6.1. **Base Aircraft.** An aircraft identified for use as a reference to compare differences with another aircraft.
- 6.2. **Current.** A crewmember meets all requirements to operate the aircraft under the applicable operating part.
- 6.3. **Differences Tables.** Describe the differences between a pair of related aircraft and the minimum levels operators must use to conduct differences training and checking of crewmembers. Difference levels range from A to E.
- 6.4. **Master Differences Requirements (MDR).** Specifies the highest training and checking difference levels between a pair of related aircraft derived from the Differences Tables.
- 6.5. **Mixed Fleet Flying.** The operation of a base aircraft and one or more related aircraft for which credit is taken for training, checking, and currency events.
- 6.6. **Operational Evaluation.** An AEG process to determine pilot type rating, minimum crewmember training, checking, and currency requirements, and unique or special airman certification requirements (e.g., specific flight characteristics, no-flap landing).
- 6.7. **Operational Suitability.** An AEG determination that an aircraft or system may be used in the National Airspace System (NAS) and meets the applicable operational regulations (e.g., Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 121, 133, 135).
- 6.8. **Qualified.** A crewmember holds the appropriate airman certificate and ratings as required by the applicable operating part.

- 6.9. Related Aircraft.** Any two or more aircraft of the same make with either the same or different type certificates that have been demonstrated and determined by the Administrator to have commonality.
- 6.10. Seat Dependent Tasks.** Maneuvers or procedures using controls that are accessible or operable from only one flightcrew member seat.
- 6.11. Special Emphasis Area.** A training requirement unique to the aircraft, based on a system, procedure, or maneuver, which requires additional highlighting during training. It may also require additional training time, specialized training devices, or training equipment.
- 6.12. Specific Flight Characteristics.** A maneuver or procedure with unique handling or performance characteristics that the FSB has determined must be checked.

## **7. PILOT TYPE RATING**

- 7.1.** Type Rating. The Airbus A318, A319, A320, and A321 type rating designation is A-320.
- 7.2.** Common Type Ratings. Not applicable.
- 7.3.** Military Equivalent Designations. Military aircraft that qualify for the A-320 type rating can be found on the faa.gov website under Licenses and Certificates, Airmen Certification, Online Services, Aircraft Type Rating Designators. This webpage is kept up-to-date and can be found at [http://www.faa.gov/licenses\\_certificates/airmen\\_certification](http://www.faa.gov/licenses_certificates/airmen_certification).

## **8. RELATED AIRCRAFT**

### **8.1. Related Aircraft on the Same TCDS.**

The A318, A319, A320, and A321 are related aircraft on the same TCDS.

**NOTE:** All references to the A318, A319, A320, or A321 are hereafter in this report referred to as A320, unless otherwise stated.

### **8.2. Related Aircraft on Different TCDS.**

- The A330 is related to the A320.
- The A340 is related to the A320.
- The A350 is related to the A320.\*

\* Credit cannot be taken for training and checking from the A350 to the A320 because an evaluation has yet to be completed. Therefore, the A350 is related to the A320 only with respect to currency events.

## 9. PILOT TRAINING

- 9.1. Airman Experience. Airmen receiving initial A320 training should have previous operational experience in multi-engine transport turbojet aircraft, new generation avionics (e.g., electronic flight instrument systems (EFIS)), and flight management systems (FMS). Pilots without this experience may require additional training.

In order to receive A320 transition training (related aircraft differences training), A330 and A340 pilots must have specific minimum pre-qualification requirements as follows:

Case 1. For transition from the A330 to the A320:

- Qualified and current in the A330, and
- A minimum of 300 hours line experience on the A330, or
- Specific line experience approved by the Principal Operations Inspector (POI) in coordination with the Transport Aircraft Seattle Branch.

Case 2. For transition from the A340 to the A320:

- Qualified and current in the A340, and
- A minimum of 300 hours line experience on the A340, or
- Specific line experience approved by the POI in coordination with the Transport Aircraft Seattle Branch.

**NOTE:** Airmen qualified, but no longer current in the base aircraft (A330 or A340, as appropriate) must reestablish currency in the base aircraft before beginning a transition course to the A320.

- 9.2. Special Emphasis Areas.

9.2.1 Pilots must receive special emphasis on the following areas during initial, upgrade, transition, differences, and recurrent ground training:

- a) Flight characteristics and the degree of flight envelope protection provided by the various flight control laws for both pitch and roll control, and the normal events which result in changes in the various modes within these laws for the various phases of flight,
- b) Use of the sidestick controller, the relationship between the two sidestick controllers, and transfer of controls,
- c) Mode awareness and mode transitions (e.g., Flight Mode Annunciator (FMA), Flight Control Unit (FCU), configuration), regardless of whether initiated by the flightcrew or by a system response to design logic, and
- d) Normal, alternate, and emergency braking systems and the means to transition from one system to the other.

**9.2.2** Pilots must receive special emphasis on, and perform the following areas during initial, upgrade, transition, differences, and recurrent flight training:

- a) Flight characteristics and the degree of flight envelope protection provided by the various flight control laws for both pitch and roll control, and the normal events which result in changes in the various modes within these laws for the various phases of flight,
- b) Use of the sidestick controller, the relationship between the two sidestick controllers, and transfer of controls,
- c) Mode awareness and mode transitions (e.g., FMA, FCU, configuration), regardless of whether initiated by the flightcrew or by a system response to design logic,
- d) Automatic thrust control system, including thrust lever position, use of speed trend information, and the FMA/FCU annunciations related to the various modes of normal/abnormal operation,
- e) Steep turns trained in normal law by intentional exceedance of roll stability thresholds using the sidestick controller to achieve the desired bank angle,
- f) Airplane upset recovery in modes other than normal law, and
- g) Stall prevention and recovery from an impending stall trained in normal, alternate, and direct law.

**NOTE:** Flight envelope protections are designed to prevent an aircraft from stalling in normal law; however, the aircraft may experience buffet indicative of an impending stall. In alternate and direct law, the aircraft can stall.

### **9.3.** Specific Flight Characteristics.

Maneuvers/procedures required to be checked as referenced in the airline transport pilot (ATP) and aircraft type rating practical test standards (PTS) for airplane or ATP and type rating for airplane Airman Certification Standards (ACS), as applicable, and/or part 121 appendix F.

There are no specific flight characteristics.

### **9.4.** Seat Dependent Tasks.

There are no seat dependent tasks.

### **9.5.** Regulatory Training Requirements that are Not Applicable to the A320.

Part 121 appendix E:

- a) Tuck and Mach buffet. A320 does not exhibit any Mach tuck tendency and therefore no training is required for this maneuver. Demonstration of the aircraft's overspeed protection capabilities is an acceptable substitution.
- b) Operation of systems and controls at the Flight Engineer (FE) station. FE is not required for the operation of the aircraft.

- c) Recovery from specific flight characteristics that are peculiar to the airplane type. No specific flight characteristics identified for the A320.

#### **9.6. Flight Simulation Training Devices (FSTD).**

There are no specific systems, procedures, or maneuvers that are unique to the A320 that require a specific FSTD for training.

#### **9.7. Training Equipment.**

There are no specific systems or procedures that are unique to the A320 that require specific training equipment.

#### **9.8. Differences Training between Related Aircraft.**

Refer to Appendix 2, Master Differences Requirements (MDR) Table, and Appendix 3, Differences Tables.

##### **9.8.1 Differences Training - Same TCDS:**

- Pilots must receive differences training between the A318, A319, A320, and A321.
- Pilots must receive differences training for different engine makes and models.

##### **9.8.2 Related Aircraft Differences Training - Different TCDS:**

- Pilots must receive related aircraft differences training between the A330 and A320.
- Pilots must receive related aircraft differences training between the A340 and A320.

#### **9.9. Recurrent Training for Designated Related Aircraft in Mixed Fleet Operations - Different TCDS.**

For mixed fleet flying operations of designated related aircraft on different TCDS, an alternating plan for recurrent training and checking may be developed. Refer to Appendix 6, Related Aircraft on Different TCDS Training and Checking Plans for Mixed Fleet Flying Operations, for examples.

## **10. PILOT CHECKING**

### **10.1. Landing from a No Flap or Nonstandard Flap Approach.**

The probability of flap extension failure on the A320 is not extremely remote due to system design. Therefore, demonstration of a no flap approach and landing during pilot certification or a part 121, § 121.441 proficiency check is required. Refer to FAA Order

8900.1, Volume 5 when the test or check conducted in an aircraft versus a full flight simulator (FFS).

The control laws to be used for a no-flap landing are the control laws dictated by the particular failure condition simulated (e.g., by a dual hydraulic failure). Due to system logic, if the maneuver is conducted in an aircraft, a configuration (CONF) 1 approach to a missed approach will be used. If in the aircraft, systems must not be deactivated to create the failed condition. If the maneuver is conducted in an FFS, the approach should be continued to a landing.

## **10.2. Specific Flight Characteristics.**

Maneuvers/procedures required to be checked as referenced in the ATP and aircraft type rating PTS for airplane or ATP and type rating for airplane ACS, as applicable, and/or part 121 appendix F.

There are no specific flight characteristics.

## **10.3. Seat Dependent Tasks.**

There are no seat dependent tasks.

## **10.4. Other Checking Items.**

Not applicable.

## **10.5. FSTDs.**

There are no specific systems or procedures that are unique to the A320 that require specific FSTDs for checking.

## **10.6. Equipment.**

There are no specific systems or procedures that are unique to the A320 that require specific equipment.

## **10.7. Differences Checking between Related Aircraft.**

Refer to Appendices 2 and 3.

### **10.7.1 Differences checking between related aircraft on same TCDS:**

- There are no differences checking required between the A318, A319, A320, and A321.

### 10.7.2 Differences checking between related aircraft on different TCDS.

- Pilots must receive differences checking between the A330 and A320. The level of checking is specified in the relevant Differences Tables.
- Pilots must receive differences checking between the A340 and A320. The level of checking is specified in the relevant Differences Tables.

**NOTE:** Examples of related aircraft differences checks after related aircraft differences training are included in Appendix 5, Type Rating Checks After Related Aircraft Differences Training.

### 10.8. Recurrent Checking for Designated Related Aircraft in Mixed Fleet Operations - Different TCDS.

For mixed fleet flying operations of designated related aircraft on different TCDS, an alternating plan for recurrent training and checking may be developed. Refer to Appendix 6, Related Aircraft on Different TCDS Training and Checking Plans for Mixed Fleet Flying Operations, for examples.

## 11. PILOT CURRENCY

There are no additional currency requirements for either the A318, A319, A320, or A321 other than those already specified in 14 CFR parts 61 or 121. Meeting the currency requirements in any of the A318, A319, A320, or A321 satisfies all currency requirements for all others.

### 11.1. Differences Currency between Related Aircraft on Different TCDS.

#### 11.1.1 Mixed fleet flying on A320 and A330.

Pilots must receive differences currency for mixed fleet flying of the A320 and A330 in the relevant airplanes or approved FFS every 90 days as follows:

- a) Three takeoffs total as pilot flying (PF):
  - In either the A320 or A330, or
  - In a combination of the A320 and A330, and
- b) Three landings total as PF:
  - One manually flown in the A320,
  - One manually flown in the A330,
  - One manually flown or autopilot flown in either the A320 or A330, and
- c) Two line segments (refer to paragraph 11.1.5 for line segment currency criteria):
  - One completed in the A320, and
  - One completed in the A330.

### **11.1.2 Mixed fleet flying on A320 and A340.**

Pilots must receive differences currency for mixed fleet flying of the A320 and A340 in the relevant airplanes or approved FFS every 90 days as follows:

- a) Three takeoffs total as PF:
  - In either the A320 or A340, or
  - In a combination of the A320 and A340, and
- b) Three landings total as PF:
  - One manually flown in the A320,
  - One manually flown in the A340,
  - One manually flown or autopilot flown in either the A320 or A340, and
- c) Two line segments (refer to paragraph 11.1.5 for line segment currency criteria):
  - One completed in the A320, and
  - One completed in the A340.

### **11.1.3 Mixed fleet flying on A320 and A350.**

Pilots must receive differences currency for mixed fleet flying of the A320 and A350 in the relevant airplanes or approved FFS every 90 days as follows:

- a) Three takeoffs total as PF:
  - In either the A320 or A350, or
  - In a combination of the A320 and A350, and
- b) Three landings total as PF:
  - One manually flown in the A320,
  - One manually flown in the A350,
  - One manually flown or autopilot flown in either the A320 or A350, and
- c) Two line segments (refer to paragraph 11.1.5 for segment criteria):
  - One completed in the A320, and
  - One completed in the A350.

#### **11.1.4 Mixed fleet flying on A320, A330, and A340.**

Pilots must receive differences currency for mixed fleet flying of the A320, A330, and A340 in the relevant airplanes or approved FFS every 90 days as follows:

- a) Three takeoffs total as PF:
  - In either the A320, A330, or A340, or
  - In a combination of the A320, A330, and A340, and
- b) Three landings total as PF:
  - One manually flown in the A320,
  - One manually flown in the A330, and
  - One manually flown in the A340, and
- c) Two line segments (refer to paragraph 11.1.5 for line segment currency criteria):
  - One completed in the A320, and
  - One completed in the A330 or A340.

#### **11.1.5 Line segment currency.**

For the purposes of this report, line segment currency consists of the completion of all procedural phases of a flight from cockpit preflight through postflight, but does not require flight maneuvers such as takeoff and landing. A pilot performing the duties of either required flightcrew member position may count the performance of those duties toward the completion of a line segment. A line segment may be completed in one flight, or by cumulatively completing the necessary phases in more than one flight. A line segment may also be completed in a qualified FFS or flight training device (FTD), Level 5 or higher, using a line flight scenario where all segment procedural phases are completed.

#### **11.2. Related Aircraft Operating Experience - Different TCDS.**

Separate Operating Experience (OE) applies to the A320 and other designated related aircraft (e.g., an A330 and A340 aircraft). For FSB OE recommendations, refer to Appendix 4, Qualification and Currency Plans for Related Aircraft Transition.

## **12. OPERATIONAL SUITABILITY**

The A318, A319, A320, and A321 are operationally suitable for operations under parts 91 and 121. The A320 FSB determined operational compliance by conducting an evaluation of A320 aircraft MSN31. The list of operating rules evaluated is on file at the Transport Aircraft Seattle Branch.

## **13. MISCELLANEOUS**

### **13.1. Observer Seat.**

The A320 center observer seat (referred to as the third occupant seat), as installed by TCDS #A28NM, has been evaluated and determined to meet requirements of § 121.581(a) and the current edition of FAA AC 120-83, Flight Deck Observer Seat and Associated Equipment, for use by the FAA for the purpose of conducting enroute inspections. The third occupant seat is considered as the primary observer seat.

### **13.2. Landing Minima Categories (Reference 14 CFR Part 97, § 97.3):**

- The A318, A319, and A320 are considered Category C aircraft for the purposes of determining “straight-in landing weather minima.”
- The A321 is considered Category C or D aircraft, as dependent upon the maximum certificated landing weight (MLW) of the various related A321 aircraft models for the purposes of determining “straight-in landing weather minima.”

### **13.3. Emergency Evacuation.**

**NOTE:** Refer to TCDS #A28NM for maximum passenger seating capacities certified for each A320 series and variation.

#### **13.3.1 A320.**

An actual emergency evacuation demonstration was successfully completed on the A320 model aircraft by Airbus on October 18, 1987. The demonstration was conducted in compliance with 14 CFR part 25, § 25.803(c) and was thus credited compliance with § 121.291(a).

#### **13.3.2 A318.**

An emergency evacuation demonstration was successfully completed by analysis on the A318 model aircraft. The analysis has shown compliance with § 25.803(c) and was thus credited compliance with § 121.291(a).

#### **13.3.3 A319.**

An emergency evacuation demonstration was successfully completed by analysis on the A319 model aircraft. The analysis has shown compliance with § 25.803(c) and was thus credited compliance with § 121.291(a).

#### **13.3.4 A321.**

An emergency evacuation demonstration was successfully completed by analysis on the A321 model aircraft. The analysis has shown compliance with § 25.803(c) and was thus credited compliance with § 121.291(a).

**13.4. Ditching Demonstration.**

A full-scale ditching demonstration, in accordance with part 121 and FAA Order 8900.1, has been completed.

**13.5. Normal Landing Flaps.**

The A320 normal “final landing flap setting” per § 91.126(c) is CONF 3 and CONF full.

## APPENDIX 1. DIFFERENCES LEGEND

### Training Differences Legend

Differences Level	Type	Training Method Examples	Conditions
A	Self-Instruction	<ul style="list-style-type: none"> <li>• Operating manual revision (HO)</li> <li>• Flightcrew operating bulletin (HO)</li> </ul>	<ul style="list-style-type: none"> <li>• Crew has already demonstrated understanding on base aircraft (e.g., updated version of engine).</li> <li>• Minor or no procedural changes required.</li> <li>• No safety impact if information is not reviewed or is forgotten (e.g., different engine vibration damping mount).</li> <li>• Once called to attention of crew, the difference is self-evident.</li> </ul>
B	Aided Instruction	<ul style="list-style-type: none"> <li>• Audiovisual presentation (AV)</li> <li>• Tutorial computer-based instruction (TCBI)</li> <li>• Stand-up instruction (SU)</li> </ul>	<ul style="list-style-type: none"> <li>• Systems are functionally similar.</li> <li>• Crew understanding required.</li> <li>• Issues need emphasis.</li> <li>• Standard methods of presentation required.</li> </ul>
C	Systems Devices	<ul style="list-style-type: none"> <li>• Interactive (full-task) computer-based instruction (ICBI)</li> <li>• Cockpit procedures trainers (CPT)</li> <li>• Part task trainers (PTT)</li> <li>• Level 4 or 5 flight training device (FTD 4–5)</li> </ul>	<ul style="list-style-type: none"> <li>• Training can only be accomplished through systems training devices.</li> <li>• Training objectives focus on mastering individual systems, procedures, or tasks versus highly integrated flight operations or “real-time” operations.</li> <li>• Training devices are required to assure attainment or retention of crew skills to accomplish more complex tasks usually related to aircraft systems.</li> </ul>
D	Maneuvers Devices	<ul style="list-style-type: none"> <li>• Level 6 or 7 flight training device (FTD 6–7)</li> <li>• Level A or B full flight simulator (FFS A–B)</li> </ul>	<ul style="list-style-type: none"> <li>• Training can only be accomplished in flight maneuver devices in a real-time environment.</li> <li>• Training requires mastery of interrelated skills versus individual skills.</li> <li>• Motion, visual, control loading, and specific environmental conditions may be required.</li> </ul>
E	Level C/D FFS or Aircraft	<ul style="list-style-type: none"> <li>• Level C or D full flight simulator (FFS C–D)</li> <li>• Aircraft (ACFT)</li> </ul>	<ul style="list-style-type: none"> <li>• Motion, visual, control loading, audio, and specific environmental conditions are required.</li> <li>• Significant full task differences that require a high fidelity environment.</li> <li>• Usually correlates with significant differences in handling qualities.</li> </ul>

### Checking Differences Legend

<b>Differences Level</b>	<b>Checking Method Examples</b>	<b>Conditions</b>
A	None	None
B	<ul style="list-style-type: none"> <li>• Oral or written exam</li> <li>• Tutorial computer-based instruction self-test (TCBI)</li> </ul>	<ul style="list-style-type: none"> <li>• Individual systems or related groups of systems.</li> </ul>
C	<ul style="list-style-type: none"> <li>• Interactive (full-task) computer-based instruction (ICBI)</li> <li>• Cockpit procedures trainers (CPT)</li> <li>• Part task trainers (PTT)</li> <li>• Level 4 or 5 flight training device (FTD 4–5)</li> </ul>	<ul style="list-style-type: none"> <li>• Checking can only be accomplished using systems devices.</li> <li>• Checking objectives focus on mastering individual systems, procedures, or tasks.</li> </ul>
D	<ul style="list-style-type: none"> <li>• Level 6 or 7 flight training device (FTD 6–7)</li> <li>• Level A or B full flight simulator (FFS A–B)</li> </ul>	<ul style="list-style-type: none"> <li>• Checking can only be accomplished in flight maneuver devices in a real-time environment.</li> <li>• Checking requires mastery of interrelated skills versus individual skills.</li> <li>• Motion, visual, control loading, and specific environmental conditions may be required.</li> </ul>
E	<ul style="list-style-type: none"> <li>• Level C or D full flight simulator (FFS C–D)</li> <li>• Aircraft (ACFT)</li> </ul>	<ul style="list-style-type: none"> <li>• Significant full task differences that require a high fidelity environment.</li> </ul>

## APPENDIX 2. MASTER DIFFERENCES REQUIREMENTS (MDR) TABLE

These are the minimum levels of training and checking required, derived from the highest level in the Differences Tables in Appendix 3. Differences levels are arranged as training/checking.

Related Aircraft MDR Table – Same TCDS

To Related Aircraft ↓	From Base Aircraft →	A318	A319	A320	A321
A318		Not applicable	B/A	B/A	B/A
A319		B/A	Not applicable	B/A	B/A
A320		B/A	B/A	Not applicable	B/A
A321		B/A (1) A321neo ACF B/B	B/A (1) A321neo ACF B/B	B/A (1) A321neo ACF B/B	(1) A321neo ACF B/B

Related Aircraft MDR Table – Different TCDS

To Related Aircraft ↓	From Base Aircraft →	A320	A330	A340	A350
A320		(2) Same TCDS	E/E	E/E	Not evaluated

**NOTES:** (1) Level B checking for the A321neo ACF.  
(2) Refer to Related Aircraft MDR Table – Same TCDS.

### APPENDIX 3. DIFFERENCES TABLES

This Design Differences Table, from the Airbus A320 to the A318, was developed by the Flight Standardization Board (FSB) based on the detailed Operator Differences Requirements (ODR) Table proposed by Airbus. The Differences Table lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

**NOTE:** Training and checking levels indicated within each Differences Table reflect the highest level training/checking item(s). Many specific differences items within a grouping or system number may have individual training/checking levels lower than indicated herein. For a detailed overview of item-specific training/checking levels obtained from Airbus, refer to the listing at the end of this appendix.

FROM BASE AIRCRAFT: A320  TO RELATED AIRCRAFT: A318	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	General		No	No	A	A
	Dimensions		No	No	A	A
	Cabin		No	No	A	A
	Cargo		No	No	A	A
	Limitations		No	No	A	A
	Autoflight		No	No	A	A
	ATA 21 AIR Conditioning	Controls and indicating	No	No	B	A

FROM BASE AIRCRAFT: A320  TO RELATED AIRCRAFT: A318	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 27 Flight Controls	General.	No	No	A	A
	ATA 52 Doors	General  Controls and indicating	No	No	B	A
	Engines	General  Controls and indicating	No	No	B	A

This Maneuver Differences Table, from the Airbus A320 to the A318, was developed by the FSB based on the detailed ODR Table proposed by Airbus. The Differences Table lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

**NOTE 1:** Training and checking levels indicated within each Differences Table reflect the highest level training/checking item(s). Many specific differences items within a grouping or system number may have individual training/checking levels lower than indicated herein. For a detailed overview of item-specific training/checking levels obtained from Airbus, refer to the listing at the end of this appendix.

**NOTE 2:** Criteria used to identify differences, as indicated in the Maneuver Differences Table, does not take into consideration training differences that may exist between related aircraft for maneuvers required by Title 14 of the Code of Federal Regulations (14 CFR) part 121, § 121.423.

FROM BASE AIRCRAFT: A320  TO RELATED AIRCRAFT: A318	MANEUVER Normal Operations	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Special Operations	High/hot airport operations	No	Yes	A	A

This Design Differences Table, from the Airbus A320 to the A319, was developed by the FSB based on the detailed ODR Table proposed by Airbus. The Differences Table lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

**NOTE:** Training and checking levels indicated within each Differences Table reflect the highest level training/checking item(s). Many specific differences items within a grouping or system number may have individual training/checking levels lower than indicated herein. For a detailed overview of item-specific training/checking levels obtained from Airbus, refer to the listing at the end of this appendix.

<b>FROM BASE AIRCRAFT: A320</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: A319</b>						
	General		No	No	A	A
	Dimensions		No	No	A	A
	Cabin		No	No	A	A
	Cargo		No	No	A	A
	Limitations		No	No	A	A
	ATA 27 Flight Controls	General	No	No	A	A
	ATA 52 Doors	General  Controls and indicating	No	No	B	A

<b>FROM BASE AIRCRAFT: A320</b>  <b>TO RELATED AIRCRAFT: A319</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	Engines	General  Controls and indicating	No	No	B	A

This Design Differences Table, from the Airbus A320 to the A321, was developed by the FSB based on the detailed ODR Table proposed by Airbus. The Differences Table lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

**NOTE:** Training and checking levels indicated within each Differences Table reflect the highest level training/checking item(s). Many specific differences items within a grouping or system number may have individual training/checking levels lower than indicated herein. For a detailed overview of item-specific training/checking levels obtained from Airbus, refer to the listing at the end of this appendix.

<b>FROM BASE AIRCRAFT: A320</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: A321</b>	General		No	No	A	A
	Dimensions		No	No	A	A
	Cabin		No	No	A	A
	Limitations		No	No	A	A
	Autopilot		No	No	A	A
	ATA 21 AIR Conditioning	Controls and indicating, overhead panel	No	No	B	A
	ATA 23 Communications	Controls and indicating, overhead panel	No	No	A	A

FROM BASE AIRCRAFT: A320  TO RELATED AIRCRAFT: A321	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 26 Fire Protection	General	No	No	A	A
	ATA 27 Flight Controls	General	No	No	A	A
	ATA 28 Fuel	General	No	Yes	B	A
	ATA 52 Doors	General  Controls and indicating	No	No	B	A
	Engines	General  Controls and indicating	No	No	B	A

This Design Differences Table, from the Airbus A320 Family (A318, A319, A320, and A321 Series aircraft) to the A321neo ACF, was developed by the FSB based on the detailed ODR Table proposed by Airbus. The Differences Table lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

**NOTE:** Training and checking levels indicated within each Differences Table reflect the highest level training/checking item(s). Many specific differences items within a grouping or system number may have individual training/checking levels lower than indicated herein. For a detailed overview of item-specific training/checking levels obtained from Airbus, refer to the listing at the end of this appendix.

<b>FROM BASE AIRCRAFT: A320 Family</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: A321neo ACF</b>	General		No	No	A	A
	Cabin		No	No	A	A
	Cargo		No	No	A	A
	Limitations		No	No	A	A
	ATA 26 Fire Protection	Architecture  Controls and indications	No	No	A	B
	ATA 28 Fuel	Architecture  Controls and indicating	No	No	B	A

<b>FROM BASE AIRCRAFT: A320 Family</b>  <b>TO RELATED AIRCRAFT: A321neo ACF</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	ATA 52 Doors	Architecture  Controls and indicating	No	No	A	A

This Design Differences Table, from the Airbus A330 to the A320, was developed by the FSB based on the detailed ODR Table proposed by Airbus. The Differences Table lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

**NOTE:** Training and checking levels indicated within each Differences Table reflect the highest level training/checking item(s). Many specific differences items within a grouping or system number may have individual training/checking levels lower than indicated herein. For a detailed overview of item-specific training/checking levels obtained from Airbus, refer to the listing at the end of this appendix.

FROM BASE AIRCRAFT: A330  TO RELATED AIRCRAFT: A320	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	General		No	No	A	A
	Dimensions		Yes	No	A	A
	Cabin		No	No	A	A
	Limitations	General Weight CG limits	Yes	Yes	B	B

FROM BASE AIRCRAFT: A330  TO RELATED AIRCRAFT: A320	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 21 Air Conditioning	General architecture  Pressurization  Ventilation  Controls and indicating	No	Yes	C	C
	ATA 22 Autoflight	General  Controls and indicating	No	Yes	D	C
	ATA 23 Communications	General  Controls and indicating	No	Yes	C	C
	ATA 24 Electrical Power	AC, DC, and emergency generation  Controls and indicating	Yes	Yes	C	C
	ATA 25 Equipment/Furnishings	General	Yes	Yes	B	B

FROM BASE AIRCRAFT: A330  TO RELATED AIRCRAFT: A320	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 26 Fire Protection	General  Architecture  Controls and indicating	No	Yes	C	C
	ATA 27 Flight Controls	Architecture  Flight control laws  Flaps and slats  Controls and indicating	Yes	Yes	C	C
	ATA 28 Fuel	Tanks  Fuel pumps  Controls and indicating	No	Yes	C	C

FROM BASE AIRCRAFT: A330  TO RELATED AIRCRAFT: A320	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 29 Hydraulic Power	Engine pumps  Electric pumps  Ram air turbine  Distribution  Controls and indicating	No	Yes	C	C
	ATA 30 Ice and Rain Protection	Wing anti-ice	No	No	A	A
	ATA 31 Indicating/Recording Systems	General  Architecture  Controls and indicating	No	Yes	C	C
	ATA 32 Landing Gear	System architecture  Controls and indicating, gravity extension control  Controls and indicating, brakes	No	Yes	C	C

<b>FROM BASE AIRCRAFT: A330</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: A320</b>						
	ATA 33 Lights	General  Controls and indicating	No	Yes	C	C
	ATA 34 Navigation	General  Controls and indicating	No	Yes	C	C
	ATA 35 Oxygen	Cabin general  Cockpit general	No	Yes	A	A
	ATA 36 Pneumatic	General  Distribution  Controls and indicating	No	Yes	C	C
	ATA 45 Central Maintenance System	General	No	No	A	A
	ATA 49 Airborne Auxiliary Power	General	No	Yes	B	B

FROM BASE AIRCRAFT: A330  TO RELATED AIRCRAFT: A320	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 52 Doors	General  Controls and indicating	No	No	B	B
	Engines	General  Controls and indicating	Yes	Yes	B	B

This Maneuver Differences Table, from the Airbus A330 to the A320, was developed by the FSB based on the detailed ODR Table proposed by Airbus. The Differences Table lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

**NOTE 1:** Training and checking levels indicated within each Differences Table reflect the highest level training/checking item(s). Many specific differences items within a grouping or system number may have individual training/checking levels lower than indicated herein. For a detailed overview of item-specific training/checking levels obtained from Airbus, refer to the listing at the end of this appendix.

**NOTE 2:** Criteria used to identify differences, as indicated in the Maneuver Differences Table, does not take into consideration training differences that may exist between related aircraft for maneuvers required § 121.423.

FROM BASE AIRCRAFT: A330  TO RELATED AIRCRAFT: A320	MANEUVER Normal Operations	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Preparation	Preflight  Flight planning	No	Yes	B	B
	Engine Start	Sequence	No	Yes	B	B
	Taxi	Pilot eye  Turn radius	Yes	No	D	D
	Takeoff	Flight characteristics  General	Yes	Yes	E	E

<b>FROM BASE AIRCRAFT: A330</b>  <b>TO RELATED AIRCRAFT: A320</b>	<b>MANEUVER</b> <b>Normal Operations</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	Climb/Cruise/Descent	Climb, general  Enroute navigation  Descent, general  Traffic patterns	Yes	Yes	D	D
	Approach	Nonprecision/LOC back course	No	Yes	C	A
	Landing	Visual segment landings	Yes	No	E	E

FROM BASE AIRCRAFT: A330  TO RELATED AIRCRAFT: A320	MANEUVER Abnormal Operations	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Starting	Protections	No	Yes	B	B
	Taxi	Emergency evacuation	No	Yes	D	D
	Takeoff	Rejected takeoff/engine failure before V <sub>1</sub>  Rejected takeoff/low visibility	Yes	No	E	E
	Climb/Cruise/Descent	Engine failure/performance  Emergency enroute navigation/backup  Emergency descent/performance  All engine flameout/relight envelope and procedure  Electrical emergency/alternate law protections	Yes	Yes	D	D

<b>FROM BASE AIRCRAFT: A330</b>  <b>TO RELATED AIRCRAFT: A320</b>	<b>MANEUVER</b> <b>Abnormal Operations</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	Landing	Visual segment from approach/alternate law  Slat/flaps malfunction/ $V_{LS}$ computation  Rejected landing/flare law  Alternate law/direct law	Yes	Yes	E	E

This Design Differences Table, from the Airbus A340 to the A320, was developed by the FSB based on the detailed ODR Table proposed by Airbus. The Differences Table lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

**NOTE:** Training and checking levels indicated within each Differences Table reflect the highest level training/checking item(s). Many specific differences items within a grouping or system number may have individual training/checking levels lower than indicated herein. For a detailed overview of item-specific training/checking levels obtained from Airbus, refer to the listing at the end of this appendix.

<b>FROM BASE AIRCRAFT: A340</b>	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
<b>TO RELATED AIRCRAFT: A320</b>	General		No	No	A	A
	Dimensions		Yes	No	A	A
	Cabin		No	No	A	A
	Limitations		Yes	Yes	B	B
	ATA 21 AIR Conditioning	General architecture  Pressurization  Ventilation  Controls and indicating	No	Yes	C	C

FROM BASE AIRCRAFT: A340  TO RELATED AIRCRAFT: A320	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 22 Autoflight	General  Controls and indicating	No	Yes	C	C
	ATA 23 Communications	General  Controls and indicating	No	Yes	C	C
	ATA 24 Electrical Power	AC, DC, and emergency generation  Controls and indicating	Yes	Yes	C	C
	ATA 25 Equipment/Furnishings	General	Yes	Yes	B	B
	ATA 26 Fire Protection	General  Architecture  Controls and indicating	No	Yes	C	C

FROM BASE AIRCRAFT: A340  TO RELATED AIRCRAFT: A320	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 27 Flight Controls	Architecture  Flight control laws  Flaps and slats  Controls and indicating	Yes	Yes	C	C
	ATA 28 Fuel	Tanks  Fuel pumps  Controls and indicating	Yes	Yes	C	C
	ATA 29 Hydraulic Power	Engine pumps  Electric pumps  Ram air turbine  Distribution  Controls and indicating	No	Yes	C	C
	ATA 30 Ice and Rain Protection	Wing anti-ice	No	No	A	A

FROM BASE AIRCRAFT: A340  TO RELATED AIRCRAFT: A320	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 31 Indicating/Recording Systems	General  Architecture  Controls and indicating	No	Yes	C	C
	ATA 32 Landing Gear	System architecture  Controls and indicating, gravity extension control  Controls and indicating, brakes	No	Yes	C	C
	ATA 33 Lights	General  Controls and indicating	No	Yes	C	C
	ATA 34 Navigation	General  Controls and indicating	No	Yes	C	C
	ATA 35 Oxygen	Cabin general  Cockpit general	No	Yes	A	A

FROM BASE AIRCRAFT: A340  TO RELATED AIRCRAFT: A320	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 36 Pneumatic	General  Distribution  Controls and indicating	No	Yes	C	C
	ATA 45 Central Maintenance System	General	No	No	A	A
	ATA 49 Airborne Auxiliary Power	General	No	Yes	B	B
	ATA 52 Doors	General indicating	No	No	B	B
	Engines	General  Controls and indicating	Yes	Yes	B	B

This Maneuver Differences Table, from the Airbus A340 to the A320, was developed by the FSB based on the detailed ODR Table proposed by Airbus. The Differences Table lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

**NOTE 1:** Training and checking levels indicated within each Differences Table reflect the highest level training/checking item(s). Many specific differences items within a grouping or system number may have individual training/checking levels lower than indicated herein. For a detailed overview of item-specific training/checking levels obtained from Airbus, refer to the listing at the end of this appendix.

**NOTE 2:** Criteria used to identify differences, as indicated in the Maneuver Differences Table, does not take into consideration training differences that may exist between related aircraft for maneuvers required by § 121.423.

FROM BASE AIRCRAFT: A340  TO RELATED AIRCRAFT: A320	MANEUVER Normal Operations	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Preparation	Preflight  Flight planning	No	Yes	B	B
	Engine Start	Sequence	No	Yes	B	B
	Taxi	Pilot eye  Turn radius	Yes	No	D	D
	Takeoff	Flight characteristics  General	Yes	Yes	E	E

FROM BASE AIRCRAFT: A340  TO RELATED AIRCRAFT: A320	MANEUVER Normal Operations	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Climb/Cruise/Descent	Climb, general  Enroute navigation  Descent, general  Traffic patterns	Yes	Yes	D	D
	Approach	Nonprecision/LOC back course	No	Yes	C	C
	Landing	Visual segment landings	Yes	No	E	E

FROM BASE AIRCRAFT: A340  TO RELATED AIRCRAFT: A320	MANEUVER Abnormal Operations	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Starting	Protections	No	Yes	B	B
	Taxi	Emergency evacuation	No	Yes	D	D
	Takeoff	Rejected takeoff/engine failure before V <sub>1</sub>  Rejected takeoff/low visibility	Yes	No	E	E
	Climb/Cruise/Descent	Engine failure/performance  Emergency enroute navigation/backup  Emergency descent/performance  All engine flameout/relight envelope and procedure  Electrical emergency/alternate law protections	Yes	Yes	D	D

<b>FROM BASE AIRCRAFT: A340</b>  <b>TO RELATED AIRCRAFT: A320</b>	<b>MANEUVER Abnormal Operations</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	Landing	Visual segment from approach/alternate law  Slat/flaps malfunction/ $V_{LS}$ computation  Rejected landing/flare law  Alternate law/direct law	Yes	Yes	E	E

Airbus Flightcrew Operating Differences Requirement (ODR) Tables and Training Areas of Special Emphasis (TASE) are available from Airbus. Listed below are document references to applicable ODR Tables and TASE provided by Airbus.

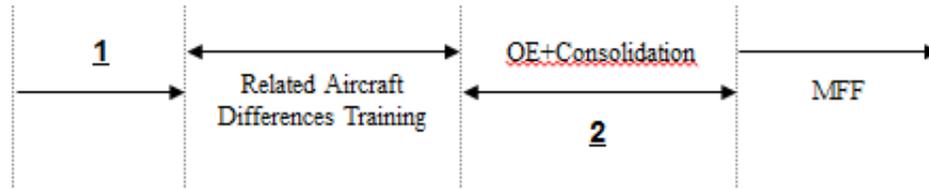
Flightcrew ODR Tables between A320 Series variations on same Type Certificate Data Sheet (TCDS):

- A320 ODR Table and TASE Reference SA01R1712258.

Flightcrew ODR Tables between A320 and related aircraft on different TCDS:

- A330 to A320 ODR Table reference SA01RP1542266.
- A340 to A320 ODR Table reference SA01RP1542271.

## APPENDIX 4. QUALIFICATION AND CURRENCY PLANS FOR RELATED AIRCRAFT TRANSITION



### From the A330 to the A320 Aircraft

1. Prerequisite as defined under paragraph 9.1, Case 1.
2. Following related aircraft differences training from A330 to the A320 aircraft, a minimum of two line operating cycles of Operating Experience (OE), one as pilot flying (PF) and one as pilot monitoring (PM), on the A320 is recommended. It is also recommended that a minimum of 50 hours of line operating flight time for consolidation of knowledge and skills is completed within 90 days on the A320 aircraft before starting mixed fleet flying.

### From the A340 to the A320 Aircraft

1. Prerequisite as defined under paragraph 9.1, Case 2.
2. Following related aircraft differences training from the A340 to the A320 aircraft, a minimum of two line operating cycles of OE, one as PF and one as PM, on the A320 is recommended. It is also recommended that a minimum of 50 hours of line operating flight time for consolidation of knowledge and skills is completed within 90 days on the A320 aircraft before starting mixed fleet flying.

## **APPENDIX 5. TYPE RATING CHECKS AFTER RELATED AIRCRAFT DIFFERENCES TRAINING**

### Example of a Related Aircraft Proficiency Check for an A320 Type Rating from an A330 or A340

#### EVALUATION SUMMARY

The evaluation flight profile includes those procedures and representative maneuvers that will be evaluated in a full flight simulator (FFS) with emphasis on the differences between the A330 or A340 and the A320. The sequence of events and the abnormal and emergency procedures used may be modified at the discretion of the evaluator.

#### ORAL and/or WRITTEN TEST

- In accordance with Title 14 of the Code of Federal Regulations (14 CFR) part 121, Airman Certification Standards (ACS), and practical test standards (PTS), as appropriate

#### PRACTICAL TEST (FFS)

- GROUND OPERATIONS:
  - Taxi.
- TAKEOFFS:
  - Normal.
  - Crosswind.
  - Instrument.
  - Rejected with engine failure before takeoff decision speed ( $V_1$ ).
  - With engine failure after  $V_1$ .
- INSTRUMENT PROCEDURES:
  - Area departure, climb, cruise, and descent.
- LANDINGS:
  - Normal.
  - Crosswind.
  - Rejected.
  - With one-engine inoperative (OEI).
  - With slat/flaps malfunction.
  - Alternate/direct law.
- NORMAL, ABNORMAL, AND EMERGENCY PROCEDURES:
  - As appropriate per approved differences requirements.

## APPENDIX 6. RELATED AIRCRAFT ON DIFFERENT TCDS TRAINING AND CHECKING PLANS FOR MIXED FLEET FLYING OPERATIONS

The tables below provide examples of alternating training and checking plans for mixed fleet flying operations (A320 and A330, A320 and A340, A320 and A350) after related aircraft differences training and qualification. The components of these plans consist of an Approved Simulator Course of Training (ASCT) with a Proficiency Check (PC).

**NOTE:** Recurrent differences training for variations of aircraft having the same type certificate (TC) are to be addressed during recurrent training.

### Examples of Alternating ASCT/PC Plan for Two Designated Related Aircraft Types

#### A320 and A330 (Separate Type Ratings)

Example

	<b>Year 1</b>		<b>Year 2</b>		<b>Year 3</b>		<b>Year 4</b>	
<b>Period</b>	6 months	6 months						
<b>PC</b>	A330	A320	A330	A320	A330	A320	A330	A320
<b>ASCT</b>	A320	A330	A320	A330	A320	A330	A320	A330

#### A320 and A340 (Separate Type Ratings)

Example

	<b>Year 1</b>		<b>Year 2</b>		<b>Year 3</b>		<b>Year 4</b>	
<b>Period</b>	6 months	6 months						
<b>PC</b>	A340	A320	A340	A320	A340	A320	A340	A320
<b>ASCT</b>	A320	A340	A320	A340	A320	A340	A320	A340

#### A320 and A350 (Separate Type Ratings)

Example

	<b>Year 1</b>		<b>Year 2</b>		<b>Year 3</b>		<b>Year 4</b>	
<b>Period</b>	6 months	6 months						
<b>PC</b>	A350	A320	A350	A320	A350	A320	A350	A320
<b>ASCT</b>	A320	A350	A320	A350	A320	A350	A320	A350

Examples of Alternating ASCT/PC Plan for Three Designated Related Aircraft Types

A320 and A330 and A340 (Separate Type Rating)

Example 1

	<b>Year 1</b>		<b>Year 2</b>		<b>Year 3</b>		<b>Year 4</b>	
<b>Period</b>	6 months	6 months						
<b>ASCT</b>	A320	A340	A320	A330	A320	A340	A320	A330
<b>PC</b>	A320	A330	A320	A340	A320	A330	A320	A340
<b>* Additional PC Item(s)</b>		A340 (Level E)		A330 (Level B)		A340 (Level E)		A330 (Level B)

\* Additional check item: As A330 and A340 are different type ratings, an additional check at Level B or Level E, as defined by Differences Tables, is required under an alternate recurrent plan for three types.

Example 2

	<b>Year 1</b>		<b>Year 2</b>		<b>Year 3</b>		<b>Year 4</b>	
<b>Period</b>	6 months	6 months						
<b>ASCT</b>	A320	A340	A320	A330	A320	A340	A320	A330
<b>PC</b>	A320	A340	A320	A340	A320	A340	A320	A340
<b>* Additional PC Item(s)</b>		A330 (Level B)		A330 (Level B)		A330 (Level B)		A330 (Level B)

\* Additional check item: As A330 and A340 are different type ratings, an additional check at Level B, as defined by Differences Tables, is required under an alternate recurrent plan for three types.