Docket No. SA-538 Exhibit No. 2-F

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C.

Attachment 5 – A300 Non-precision Approach Training (22 Pages)



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety Washington, D.C. 20594

February 3, 2014

Attachment 5 – A300 Non-precision Approach Training

OPERATIONAL FACTORS

DCA13MA133

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A. A300 Non-precision Approach Training

1.0 A300 Training Process

CHAP: 13 PAGE: 4 REV: 94 DATE: 09/01/09 FLIGHT OF TRAINING						ups
SECTION 5. QUALIFICATION CURRICULU	JM SEGM	ENT P	ROCES	s		
 Crewmembers are evaluated in the appropri required maneuver and procedure. 	iately app	roved l	evel of	flight s	imulato	or on each
 If the crewmember is completing curric a Line Oriented Flight Training (LOFT) line flying. 	ulum segi to facilitat	ment 13 e the tr	3.2 the ansitio	crewm n from	ember the sin	completes nulator to
 All qualification curriculum segments are ce Aircrew Program Designee (APD), or FAA I 		nplete b	y quali	fied UF	PS Che	eck Airmen
 Additional certification or rating PCs or an APD. 	LOEs are	admin	istered	by a F.	AA Ins	pector or
13.1 PIC/SIC BASIC QUALIFICATION PRO 13.2 PIC/SIC QUALIFICATION UNDER ADV 13.4 RECURRENT (FAR 121 subparts N & 0 13.6 ADVANCED QUALIFICATION PROGR. 13.7 ADVANCED QUALIFICATION PROGR.	ANCED S		DN 3 QUA	LIFICA	TION	(AQP CQ)
MODULE	13.1	13.2		13.4	13.6	13.7
A. Testing	x	x		x		
3. Knowledge (Systems) Validation (KV)	^	^		^	x	x
C. Procedures Validation (PV)						X
D. Maneuvers Validation (MV)					x	X
E. Simulator Proficiency Check (PC)	X	х		х		
					х	x
F. Line Operational Evaluation (LOE)						
3. Airplane Proficiency Check (PC)	х					
	x	x				
	x	x		x	x	

х

х

х

х

х

х

х

х

2.0 Non-Precision Approaches Trained¹

Line Check (LC)

Operating Experience (OE) or Initial Operating Experience (IOE)

¹ Included are selected ATMS entries for both pilot's Initial and CQ A300 training at UPS.

2.1 Captain's Initial

Per 49 USB 691.0 - Ourful critical Commercial Information

ame:	Beel Jr. Cerea	0555596)	Location:	Simulator	A300 ID	6689	(Thales)		Coursei:	* A300 AQP Upgrade Training - Sys
-	: Captain		Instructor:	Woodard				- 6	Inief Time:	05/18/2009 17:30
NBC	UPS		Observer:					10	levice Time	05/18/2009 19:00
ap:	A300		Regulatory					1	ebrief Time	: 05/19/2009 00:00
ak R	ation 1 - C	onsequences not M	2 - Undesine	é States M	. 3 .	Emore	Menaned		4 - Threats	Managed
an ru	ang. 1-C	anaoquoneos necim		2 0 12 12 0 11						
easor	- M.W	aneuvering Toleran	K - Knowled	10	A	Autom	ation		P - Proced	ures Standard C - Communications
10 201			S - Situation				in Making/	Prot		
in and the		onsequences not M	2 . Undeside	d States M		Errora	Managed		4 - Threata	Manapad
rumi. c	secreating 1.10	-	a - 010461/4				manages			
al P	F	Task			Ratins	Recs	Reasons	Pipf		Remarks
717		tory O-Optional A-/	dded R-Ro	lover .				1	(US	e reverse side of form if required)
1.		Perform Exterior In			4			1		
1	1.2.2	Perform Cockpit P	reparation		4		-	1		
	9.4.2	Perform Computer	Re-initializat	ian	2		P.,S	1	missed a s	sypoint on loading fino.F/O caught
	1.2.4	Perform Final Cod	kpit Preparat	on	4	-		1		
	8.1.12	Perform Engine Al			4			1		
	1.3.1	Perform Engine St	art		4			1		
	1.4.1	Perform Taxl Out			4	_		14		
Ŀ	/ 1.4.3	Perform Before Ta			4	_		1	I	
	2.1.1	Perform Normal T	akeoff		4	-		1		
<u> </u>	/ 3.1.1	Perform Climb			4	<u> </u>		1	<u> </u>	
_	9.9.1	Perform FMC Enn	oute Modifica	tions	4	-	<u> </u>	1		
	4.1.1	Perform Cruise			4		-	1	<u> </u>	
1	9.6.1	Perform Electronic Monitor (ECAM) U		Aircraft	4	1		1		
Ť	₹ 8.1.7.3	HYD RSVR LO AI PRES		MP LO	4			17		
\pm	× 5.1.1	Perform Descent			4	-		17		
_	V 5.3.1.02	Perform GPS App	roach (Profile	6	4	-		17		
_	/ 1.6.1	Perform Missed A			4	-		~		
-	¥ 5.4.1	Perform 1.8 Appr	sech		4			1		
_	7 7.1.1	Perform Taxi-In a	td Park		4			1		
_	/ 8.1.11.1	APU AUTOMATK	the second se	N	4			1		
-1-	/ 7.1.2	Perform Shutdow	n and Secure		4			1		
+	2 9.1.1	Exhibit Global Cre			4			77		
+		Management (CR Perform Exterior		noies	4	+		+7		
+	✓ 1.2.1	Perform Cockpit	· ·		4	+		÷		
+	1.2.2	Perform Final Co		tion	4	+		tż		
+	9.4.8.2	Engine External F			4			÷		
+	9,4.8.1	Cross Bleed Star			14	+	+	÷		
+	1.4.1	Perform Taxi Out			4	+		17		
+	1.4.1	Perform Before T			4	+		÷		
+	2.1.1	Perform Normal 1			4	+		17		
+	3.1.1	Perform Climb			4	+		17	-	
+	9.9.1	Perform FMC En	oute Modific	stiona	4	-		Ť		
-+	4.1.3	Perform Cruise			4	-		17		
-	9.6.1	Perform Electron		Aircraft	4			7		
\rightarrow		Monitor (ECAM) ENG BLEED VA			4	+	+	+-		
	8.1.1.5	ENG BLEED VA	VE FAULT		4	_	1	1.4		
Train	se Signature		Date		Obse	ver Si	gnature			Date
	eter Signature		Date		Regu	intory 3	Signature			Dete

Fer 49 030 03 1.0 -- Confidential Commercial Information

ral F	¥۲ √	M-Manda	Task tory O-Optional A-Added R-Rollover	Rating	Reps	Reasons	Prof ✓	Remarks (use reverse side of form if required)
		5.1.1	Perform Descent	4			1	
T		5.3.1.02	Perform GPS Approach (Profile)	4			~	
		5.6.1	Perform Missed Approach	4			1	
		5.4.1	Perform ILS Approach	4			 Image: A start of the start of	
		7.1.1	Perform Taxi-In and Park	4			1	
		8.1.11.1	APU AUTOMATIC SHUTDOWN	4			~	
		7.1.2	Perform Shutdown and Secure	4			~	

	S 00 M - Na W - W ating 1 - Co	Instructor: Ryan-biss Observer: Regulatory: Regulatory: Regulatory: Regulatory: Regulatory: Regulatory: Regulatory: Solutional Avagement Solutional Avagement Solutional Avagement Reform Cockpt Preparation Perform Preparation Perform Cockpt Preparation Perform Cockpt Preparation Perform Preparation Perform Cockpt Preparation Perform Cockpt Preparation Perform Cockpt Preparation Perform Preparation Perform Cockpt Preparation Perform Cockpt Preparation Perform Visual Approach Perform Loc Approach Perform Loc Approach	a 3-6 A-/ s D-1 a 3-1	Errors I Automa Decisio Errors	n Making/F		
gr A30 pr A30 sk Rating: A30 sation: A30 v A v </td <td>M-Mandai M-Mandai 1.2.2 8.1.12 8.1.9 1.4.1 1.4.3 2.1.1 9.5.7 8.2.3 4.1.2 5.2.1 8.1.10 8.4.1 2.1.1 9.5.7 8.2.3 4.1.2 5.2.1 8.1.10 8.1.10 8.1.2 5.2.1</td> <td>Regulatory: mequances not M 2 - Undesired States M neuvering Toleran K - Knowledge vkloed Manageme S - Stuatorial Avarene mequences not M 2 - Undesired States M Task ory C-Optional A-Addad Perform Engine Abnormals Perform Landing Gear and Brakes Abnormals Perform Cockpit Preparation Perform Landing Gear and Brakes Abnormals Perform Cockpit Preparation Perform Landing Cara and Brakes Abnormals Perform Cockpit Preparation Perform Colinitie Respond to Taskoff Perform Colinitie Perform Pressure Emergencies Perform Visual Approach Perform Rejected Takeoff Perform Rejected Takeoff Perform Rejected Takeoff</td> <td>A - / s D - [a 3 - Rating 3 3 2 2 2 2 3 4 4 4 4 4 4 4 4 2 1 4 4 4 3</td> <td>Automa Decisio Errors</td> <td>etion n Making/F Managed Reasons</td> <td></td> <td>Jebrief Time: 05/20/2009 03:00 4 - Threads Managed P - Procedures Standard C - Communications 4 - Threats Managed Remarks (use reverse side of form if required) Recented 1000 psi momentarily. Performed the Flight Control check in the ramp area. Decided to go around bacause he was unstable, but he had 2-300 more feet before reaching 1000 He was icoding at the RA Instead of the Baro for</td>	M-Mandai M-Mandai 1.2.2 8.1.12 8.1.9 1.4.1 1.4.3 2.1.1 9.5.7 8.2.3 4.1.2 5.2.1 8.1.10 8.4.1 2.1.1 9.5.7 8.2.3 4.1.2 5.2.1 8.1.10 8.1.10 8.1.2 5.2.1	Regulatory: mequances not M 2 - Undesired States M neuvering Toleran K - Knowledge vkloed Manageme S - Stuatorial Avarene mequences not M 2 - Undesired States M Task ory C-Optional A-Addad Perform Engine Abnormals Perform Landing Gear and Brakes Abnormals Perform Cockpit Preparation Perform Landing Gear and Brakes Abnormals Perform Cockpit Preparation Perform Landing Cara and Brakes Abnormals Perform Cockpit Preparation Perform Colinitie Respond to Taskoff Perform Colinitie Perform Pressure Emergencies Perform Visual Approach Perform Rejected Takeoff Perform Rejected Takeoff Perform Rejected Takeoff	A - / s D - [a 3 - Rating 3 3 2 2 2 2 3 4 4 4 4 4 4 4 4 2 1 4 4 4 3	Automa Decisio Errors	etion n Making/F Managed Reasons		Jebrief Time: 05/20/2009 03:00 4 - Threads Managed P - Procedures Standard C - Communications 4 - Threats Managed Remarks (use reverse side of form if required) Recented 1000 psi momentarily. Performed the Flight Control check in the ramp area. Decided to go around bacause he was unstable, but he had 2-300 more feet before reaching 1000 He was icoding at the RA Instead of the Baro for
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	1.2.2 8.1.12 8.1.9 1.4.1 1.4.3 2.1.1 3.1.1 9.5.7 8.2.3 4.1.2 5.2.1 6.1.1.01 8.4.1 2.1.1,01 8.4.1 2.1.1,02 5.3.2,01	ery C-Optional A-Added R-Rollover Perform Cockpit Preparation Perform Engine Abnormals Perform Engine Abnormals Perform Taxi Out Perform Normal Takeoff Perform Normal Takeoff Perform Climb Respond to Traffic Alert and Collision Asotdance System (TCAS) Advisories Perform Cabin Pressure Emergencies Perform Cabin Pressure Emergencies Perform Visual Approach Perform Visual Approach Perform Visual Approach	3 2 3 4 4 4 4 4 4 2 4 3		P	× × × × × × × × × × ×	Exceeded 1000 psi momentarity. Performed the Flight Control chock in the ramp area. Decided to go around because he was unstable, but he had 2-300 more feet before reaching 1000 He was iconing at the BA Instead of the Baro for
	8.1.12 8.1.9 1.4.1 1.4.3 2.1.1 9.5.7 8.2.3 4.1.2 5.2.1 6.1.1.01 8.4.1 2.1.1,01 8.4.1 5.3.2,01	Perform Engine Abnormals Perform Landing Gear and Brakes Abnormals Perform Taxi Out Perform Taxi Out Perform Normal Takeoff Perform Climb Respond to Traffic Alart and Collision Academics System (TCAS) Advisories Perform Cabin Pressure Emergencies Perform Flight Diversion Perform Visual Approach Perform Landing (Crossalind) Perform Rejected Takeoff Perform Normal Takeoff (Non-prefile)	3 2 3 4 4 4 4 4 4 2 4 3		P	× × × × × × × × × ×	Performed the Flight Control check in the ramp area. Decided to go around because he was unstable, but he had 2-300 more feet before reaching 10007 He was icoding at the RA Instead of the Baro for
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	1.4.1 1.4.3 2.1.1 3.1.1 9.5.7 6.2.3 4.1.2 5.2.1 6.1.1.01 8.4.1 2.1.1.02 5.3.2.01	Abrormals Perform Taxi Out Perform Taxi Out Perform Normal Takeoff Perform Normal Takeoff Perform Climb Respond to Traffic Alert and Collision Aspidance Brater (TCAS) Advisories Perform Cabin Pressure Emergencies Perform Flight Diversion Perform Visual Approach Perform Visual Approach Perform Rejected Takeoff Perform Normal Takeoff (Non-profile)	2 3 4 4 4 4 4 2 4 3		P	* * * * * * * *	Performed the Flight Control check in the ramp area. Decided to go around because he was unstable, but he had 2-300 more feet before reaching 10007 He was icoding at the RA Instead of the Baro for
	1.4.3 2.1.1 3.1.1 9.5.7 8.2.3 4.1.2 5.2.1 6.1.1.01 8.4.1 2.1.1.02 5.3.2.01	Perform Taxi Out Perform Normal Takeoff Perform Normal Takeoff Perform Climb Respond to Traffic Alert and Collision Avademce System (TCAS) Advisorities Perform Cabin Pressure Emergencies Perform Flight Diversion Perform Visual Approach Perform Normal Takeoff (Nos-profile)	3 4 4 4 4 4 2 2 4 3			× × × × × × ×	Decided to go around bacause he was unstable, but he had 2-300 more feet before reaching 1000 He was looking at the RA Instead of the Baro for
	2.1.1 3.1.1 9.5.7 8.2.3 4.1.2 5.2.1 6.1.1.01 8.4.1 2.1.1.02 5.3.2.01	Perform Normal Takeoff Perform Climb Respond to Traffic Alert and Collision Avaidance System (TCAS) Advisories Perform Cabin Pressure Emergencies Perform Cabin Pressure Emergencies Perform Visual Approach Perform Visual Approach Perform Landing (Crossaind) Perform Rejected Takaoff Perform Normal Takaoff (Non-profile)	4 4 4 2 4 3		F ,0	× × × × × ×	but he had 2-300 more feet before reaching 1000". He was looking at the RA instead of the Baro for
	5.1.1 9.5.7 8.2.3 4.1.2 5.2.1 6.1.1.01 8.4.1 2.1.1.02 5.3.2.01	Perform Climb Respond to Traffic Alert and Collision Aroldence: Brothern (TCAS) Advisories Perform Cabin Pressure Emergencies Perform Flight Diversion Perform Visual Approach Perform Landing (Crosselind) Perform Rejected Takaoff Perform Normal Takaoff (Non-profile)	4 4 4 2 4 3		F,D	1 1 1 1 1 1 1 1 1 1	but he had 2-300 more feat before reaching 1000" He was looking at the RA instead of the Baro for
	9.5.7 6.2.3 4.1.2 5.2.1 6.1.1.01 6.4.1 2.1.1.02 5.3.2.01	Respond to Traffic Alert and Collision Avoidence System (TCAS) Advisories Perform Cabin Pressure Emergencies Perform Flight Diversion Perform Visual Approach Perform Landing (Crosselind) Perform Rejected Takaoff Perform Normal Takaoff (Non-profile)	4 4 2 4 3		۵, ۲	× × ×	but he had 2-300 more feat before reaching 1000 He was looking at the RA instead of the Baro for
	8.2.3 4.1.2 5.2.1 6.1.1.01 8.4.1 2.1.1.02 5.3.2.01	Aspidence System (TGAS) Advisories Perform Cabin Pressure Emergencies Perform Flight Diversion Perform Visual Approach Perform Landing (Crosselind) Perform Rejected Takaoff Perform Normal Takaoff (Non-profile)	4 4 2 4 3		F ,0	1	but he had 2-300 more feat before reaching 1000 He was looking at the RA instead of the Baro for
	4.1.2 5.2.1 6.1.1.01 8.4.1 2.1.1.02 5.3.2.01	Perform Flight Diversion Perform Visual Approach Perform Landing (Crossalind) Perform Rejected Takaoff Perform Normal Takaoff (Non-profile)	4 2 4 3		P ,0	1	but he had 2-300 more feat before reaching 1000 He was looking at the RA instead of the Baro for
	5.2.1 6.1.1.01 8.4.1 2.1.1.02 5.3.2.01	Perform Visual Approach Perform Landing (Crossalind) Perform Rejected Takaoff Perform Normal Takaoff (Non-profile)	2 4 3		P ,0	1	but he had 2-300 more feat before reaching 1000 He was looking at the RA instead of the Baro for
	6.1.1.01 8.4.1 2.1.1.02 5.3.2.01	Perform Landing (Crosselind) Perform Rejected Takaoff Perform Normal Takaoff (Non-profile)	4		F ,0	1	but he had 2-300 more feat before reaching 1000 He was looking at the RA instead of the Baro for
	#.4.1 2.1.1.02 5.3.2.01	Perform Rejected Takaoff Perform Normal Takeoff (Non-profile)	3			+	
	2.1.1.02	Perform Normal Taksoff (Non-profile)	_				
7 7 7 7 7 7	5.3.2.01		4	_		1	
7 7 7 7		Perform I CC: Approach (V/S)	-			1	Got a litile behind on the approach. Started down
1	5.6.1	Peneiri 200 Approxim(110)	2		м, р	1	little late.
		Perform Missed Approach	1	1	0, A, M	ĺ	Was at 1000' agl and decided he was not stable and executed a discontinued approach instead of go around. Got into the hook and a couple of tim while changing configuration.
1	5.5.1	Perform Category 1/11 Approach	3			1	
1	5.6.1	Perform Missed Approach	4	<u> </u>		1	
	6.1.2	Perform Autokand	4	-		Ľ	Drifted slight right of course but corrected nicely
	\$.4.1.01 8.3.1	Perform ILS Approach (Raw Data) Perform Takeoff with Engine Failure	3	-		Ľ	when visual.
	8.3.6	After V1 Perform One Engine Inoperative Visual	3	-		÷	
1	8.3.9	Approach Perform One Engine Inoperative Missed Approach	3	-	1	17	
17	8.3.7	Perform One Engine Inoperative ILS Approach	3			Ľ	
1	8.3.10	Perform One Engine Inoperative Landing				1	
1	7.1.1	Perform Taxi-In and Park	3	-		Ľ	
1	1.4.1	Perform Taxi Out	3	+		ť	
	1.4.3	Perform Before Takeoff Perform Normal Takeoff	3	-		÷	
	2.1.1	Partorn Normal Lanson	0		1	1.4	
Trainee Sig	grature	Date	Obser	ver Sij	gnature		Date

	PF		Task	Rating	Reps	Reasons	Prof	Remarks
1	1		tory O-Optional A-Added R-Rollover				~	(use reverse side of form if required)
L.		8.1.9	Perform Landing Gear and Brakes Abnormals	3			1	
t	\neg	3.1.1	Perform Climb	4			1	
t		9.5.7	Respond to Traffic Alert and Collision	_3			1	-
t	-+	8.2.3	Avoidance System (TCAS) Advisories Perform Cabin Pressure Emergencies	3			1	
t	-	4.1.2	Perform Flight Diversion	3			1	
t	-1	5.2.1	Perform Visual Approach	3			1	
t	-	6,1.1.01	Perform Landing (Crosswind)	3			1	
T		8.4.1	Perform Rejected Takeoff	3			~	
Ι		2.1.1.02	Parform Normal Takaoff (Non-profile)	3			~	
Τ		5.3.2.01	Perform LOC Approach (V/S)	3			1	
Ι		5.6.1	Perform Missed Approach	3			1	
Τ	4	5.5.1	Perform Category I/III Approach	4			1	
Ι	1	5.6.1	Perform Missed Approach	4			1	
Ι	\checkmark	6.1.2	Perform Autoland	3			1	
	1	1.4.2	Perform Surface Movement Guidence and Control System Operations (SMGCS)	3			Ľ	
1	-	5.4.1.01	Perform ILS Approach (Raw Data)	3			1	
1		8.2.8	Perform Landing Gear and Brake Emergencies	3			1	
1		8.3.1	Perform Takeoff with Engine Failure After V1	3			1	
1		8.3.6	Porform One Engine Inoperative Visual Approach	3			1	
1		\$.3.9	Perform One Engine Inoperative Missed Approach	3			1	
1		8.1.7	Perform One Engine Inoperative ILS Approach	3			1	1
1	\vdash	8.3.10	Perform One Engine Inoparative Landing	3	-		1	
-	7	7.1.1	Perform Taxi-In and Park	4	-		1	
1	7	7.1.2	Perform Shutdown and Secure	4			1	
_	men	ts:			_			
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			Simulator 2				_	ATMS
<u> </u>		leal Jr, Cerea (0				(Thales)	_	Course: *A300 AQP Upgrade Training with C
_		aptain	Instructor: Ryan-bia	ç, Susa	n		_	Brief Time: 05/20/2009 20:00
)rg:		IPS	Observer:				_	Device Time: 05/20/2009 22:00 Debrief Time: 05/21/2009 03:00
db:	_	300	Regulatory:				_	
iask	Ratin	g: 1 - Co	nsequences not M 2 - Undesired States M	a 3-1	Errora	Managed		4 - Threats Managed
inas	kon:		neuvering Toleran K - Knowledge xkload Manageme S - Situational Awarene		Autom Decisi	ation on Making/I	Prot	P - Procedures Standard C - Communications
iver	t Set	Rating 1 - Co	insequences not M 2 - Undesired States M	la 3-	Errors	Managed		4 - Threats Managed
Iral	PF		Таяк	Rating	Repa	Reasons	Pro	Remarks
Υ.	1		ory O-Optional A-Added R-Rollover				1	(use reverse side of form if required)
_	~	8.1.12	Perform Engine Abnormals	4	-		Ľ	
	1	1.4.2	Perform Surface Movement Guidance and Control System Operations (SMGCS)	1			ľ	
		8.4.1	Partorn Rejected Takeoff	2		Ρ	1	Applied manual brakes instead of letting autobrakes to the work.
		2.1.1	Perform Normal Takeoff	3	L		1	
_		3.1.1	Perform Climb	3	<u> </u>		1	
		9.5.6	Respond to Conventional / Enhanced Ground Proximity Warning System (EGPWS)	3			Ľ	
	1	9.5.6	Respond to Conventional / Enhanced Ground Proximity Warning System (EGPWS)	4			1	
_		4.1.2	Perform Flight Diversion	3			4	
	1	5.3.1.03	Perform VOR Approach (Profile)	3			1	
		6.1.1.01	Perform Landing (Crosswind)	3			1	
		8.3.1	Perform Takeoff with Engine Failure After V1	3			Ľ	
_		8.3.3	Perform One Engine Inoperative Climb	3	+		Ľ	
_	-	4.1.2	Perform Flight Diversion Perform One Engine Inoperative ILS	3	+		ť	
-	-	8.3.9	Approach Perform One Engine Inoperative Missed Approach	3	1	1	1	
-	-	8.3.10	Perform One Engine Inoperative Landing	3			1	
		8.3.6	Parlorm One Engine Inoperative Visual Approach	3			1	
	1	7.1.1	Perform Taxi-in and Park	3			1	
	1	2.1.1	Perform Normal Takaoff	4	-		1	
	1	8.1.9.4	LIG LEVER INTERLOCKED	2		P	Ľ	Told F/O to do the ECAM for the gear problem pr to clean up
	1	4.1.2	Perform Flight Diversion	4			1	
	1	5.5.1;	Perform Category IVII Approach	1	1	K ,P ,D	Ľ	At Alert height, went around because he did not see anything
	1	6.1.2	Perform Autoland	3			1	
	1	1.4.2	Perform Surface Movement Guidance and Control System Operations (SMGCS)	3		1	ľ	
_	17	8.4.1	Perform Rejected Takeoff	3	1		1	
_	17	\$.3.1.02	Perform GPS Approach (Profile)	3			1	
_	Ŕ	6.1.1.01	Perform Landing (Crosswind)	1	2	и	1	drifted way right of cantartine and landed, the on second on, stayed way loft of centerline and

Trainee Signature	Date	Observer Signature	Date
Instructor Signature	Date	Regulatory Signature	Date

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lame	i B	keel Jr. Cerea (0	(555596)	Location: Simulat	or A300 ID	4899	(Thales)	- 0	Course: * A300 AOP Upgrade Training with (
_		laptain		Instructor: Connor	Christop	18		- 6	Brief Time: 05/27/2009 16:30
brg:	U	IPS		Observer:				1	Device Time: 05/27/2009 17:00
iqp:	A	300		Regulatory:				0	Debrief Time: 05/27/2009 22:00
ask	Ratin	Ig: 1 - Co	insequences not M 3	- Undesired States	Ma 3 -	Errors	Managed		4 - Threats Managed
bas	en:		neuvering Toleran- orkload Manageme			Autom Decisio		Pacel Not	P - Procedures Standard C - Communications
ven	t Set	Rating 1 - Co	nsequences not M	- Undesired States	Ma 3 -	Errors	Managed		4 - Threats Managed
Ind	PF		Task		Rating	Reps	Reasons	Prof	Remarks
~	1		pry O-Optional A-A		-	-		1	(use reverse side of form it required)
_	<	2.1.1.03	Perform Normal Ta		4	-		4	
_	~	\$.5.1	Perform Category		4	-		4	
4	-	5.6.1	Perform Missed Ap	proach	4			1	
_	1	6.1.2	Perform Autoland		4			-	
	1	2.1.1.04	Parform Normal Ta takeoff crosswind)	keoff (Non-profile	4	1		×	
	1	5.3.2.03	Perform GPS Appr	oech (V/8)	1	1	а, н	1	DESCENDED TO INCORRECT ALTITUDE WH BEING VECTORED
	1	6.1.1.01	Perform Landing ((briwsson)	4	_		1	
	1	8.4.1	Perform Rejected	Takeoff	4			~	
	1	8.3.1	Perform Takeoff w After V1	th Engine Failure	2		к,с,р	ľ	SUGGESTED TO PM TO DISREGARD DISCHARGE OF FIRE NOTTLE BECAUSE THERE WAS NO FIRE
	1	6.3.7	Perform One Engl Approach	a inoperative ILS	4			~	
	4	8.3.9	Perform One Engl Approach	ne Inoperative Misser	1 4			1	
	4	4.3.10	Perform One Engl	ne Incoerative Landir	ng 4			1 1	
		2.1.1.03	Perform Normal T	akeoff (profile)	4			1	
	-	5.5.1	Perform Category	UIII Approach	4		·	1	
		5.6.1	Perform Missed A	pproach	4			1	
		6.1.2	Perform Autoland		4	-		1	and the second se
_		5.3.1.01	Perform Localizer	Approach (Profile)	4	-		Ľ	
		6.1.1.01	Perform Landing (4	1		1	
		8.4.1	Perform Rejected		4	-		1	
		8.3.1	Perform Takeoff v After V1	Ath Engine Failure	4			1	
		8.3.7	Perform One Eng Approach	ne Inoperative ILS	4			Ĺ	
		8.3.9	Approach	ne Inoperative Misse	_	-		Ľ	
	I	8.3.10	Perform One Eng	ne Inoperative Lanci	ng 4			11	

Trainee Signature	Date	Observer Signature	Date
Instructor Signature	Date	Regulatory Signature	Dete

sinte	n: D	leal Jr. Cerea (0	555596) Location: Simulal	or A300 II) #839	(Thalka)	1	Course: *A300 AQP Upgrade Training with 9
_	_	Captain		Christopi		(110,000)	_	Brief Time: 06/02/2009 13:00
		JPS	Observer: Heagy,				_	Device Time: 05/02/2009 14:00
p.	A	000	Regulatory:				1	Debrief Time: 06/02/2009 18:00
sk.	Ratir	ng: 1 - Co	nsequences not M 2 - Undesired States	Ma 3 -	Errors	Managed		4 - Threats Managed
81	on:		teuvering Toleran K - Knowledge		Autom			P - Procedures Standard C - Communications
en	l Set		rkload Managems S - Situational Aware nsequences not M 2 - Undesired States		-			4 - Threats Managed
_					-			
18	PF /	M-Mandata	Task ny O-Optional A-Added R-Rollover	Rating	Reps	Reasons	Piof V	Remarks (use reverse side of form if required)
T	1	65	(QUAL/UPG) Event Set 1A. Pre-departure Ground Operations (Leg	4			ľ	
	$\overline{}$	1.1.1	Review Flight Departure Papers	4			×.	
I	\checkmark	1.2	Accomplish Prelight Duties	4			1	
1	1	1.2.2	Perform Cockpit Preparation	4			1	
	1	1.2.4	Perform Final Cockpit Preparation	2		P	1	Failed to include the press, correction for the flex thrust computation.
-	-	1.3.1	Perform Engine Start	4	_	<u> </u>	1	
	1	1.4.1	Perform Taxi Gut SLATS SYS 1 AND 2 FAULT/SLATS	4	-		÷	
1	~	65	STUCK (QUAL/UPG) Event Set 2A. Takeoff	4			1-	
	~	1.4.5	(Leg 1) Perform Before Takeoff	4	-		1	
1	Ż	2.1.1	Perform Normal Takeoff	4	-	<u> </u>	tż	
1	Ý	15	(QUAL/UPG) Event Set 3A. Climb (Le)	4			1	
	1	3.1.1	Perform Climb	4			1	
	1	9.5.7	Respond to Traffic Alert and Collision Avoidance System (TCAS) Advisories	4			~	
_	1	9.9.1	Perform FMC Enroyte Modifications	4	1	L	1	
	1	15	(QUAL/UPG) Event Set 4A. Cruise (Le 1)	4			1	
	1	4.1.1	Perform Cruise	4			1	
_	1	4.1.2	Perform Flight Diversion	4	-		1	
	1	15	(QUAL/UPG) Event Set 54. Descent (Leg 1)	4			1	
	1	5.1.1	Perform Descent.	4			1	
1	1	ES	(QUAL/UPG) Event Set 6A. Approach (Leg 1)	3			1	
1	7	5.3.1.02	Perform GPS Approach (Profile)	1	1	O, M	17	Used a DA instead of a DDA and flew below mit
	1	ES	(QUAL/UPG) Event Set 7A. Landing (Leg 1)	4			1	
	1	5.1.1.01	Perform Landing (Crosswind)	4			1	
	~	ES.	(QUAL/UPG) Event Set 8A. After Landing / Shutdown (Leg. 1)	4			Ľ	
	1	7.1.1	Perform Taxi-In and Park	4	-		1	
	1	8,1,12.9	FADEC OVHT	4	+		1	
-	1	7.1.2	Perform Shutdown and Secure (QUALJUPG) Event Set 9A. Phase	4	+	-	1	
-	~	9.1.1	Independent (Les 1) Exhibit Global Crew Resource Management (CRM) Competencies	4	\vdash		-	
_	_			-				
	and C	Signature	Date	Obser	and this	and the second		Date

2.2 Captain's Recurrent (CQ)

Fer 49 000 001.0 - Confidential Commercial Information

am	e: E	Beal Jr. Cerea (0555596)	Location: Simulat	or A300 IE	0 #254	(Opinicus)		Course: A300 2013 CQ (Annual Recurrent)
osit	ion: C	Capitalin	Instructor: Pisano,	Salvatore	,		1	Brief Time: 06/25/2013 12:00
rg:	ι	JPS	Observer: Milett, P	Philip			1	Device Time: 06/25/2013 12:00
ib:	- 1	4300	Regulatory: Clark, B	doi			1	Debrief Time: 06/25/2013 14:00
sk	Ratir	ng: 1 - Consequent	ces not M 2 - Undesired States	Ma 3-	Errors	Managed		4 - Threats Managed
885	ion:	M - Maneuvering W - Workload M			Autom Decisk	ation on Making/P	Prol	P - Procedures Standard C - Continunications
ver	t Set	Rating 1 - Consequent	oes not M 2 - Undesired States	Ma 3 -	Enors	Managed		4 - Threats Managed
eal	PF		Task	Rating	Reps	Reasons	Prof	Remarks
1	1		ptional A-Added R-Rollover				1	(use reverse side of form if required)
_	~	011.9.06	Perform Pre-takeoff	4			1	
	1	019.07.104	Demonstrate Adequate Knowledge of PMC/PMS Supplemental Proceduces	4			Ľ	
	1	014.2.20	Perform Cruise While Experiencing Emergency, Abnormal or Non-Normal Aircraf	4			1	
	1	016.2.22	Perform Precision Approach while experiencing Emergency, Abnormal or Non-No	4			1	
		016.2.41	Recognize and Respond Appropriately to WindsheavTurbulence during Non-Prec	4			Í	
		015.1.01	Perform Non-Precision Approach with Nominal Threat Level	2		*, *	1	capt's mins bug set incorrectly (200' below da) both gps appris.
	1	012.2.11	Perform Takeoff with (a) Powerplant Failure at or after V1	4			1	
	1	016.2.12	Perform Precision Approach with (a) Powerplant(s) Inoperative	4			ſ	
	1	017.2.10	Perform Landing with (a) Powerplant(s) inoperative	4			1	
	1	019.20.218.03.175	(K23.176) Have adequate knowledge of proper procedures relating to ECAM and	4			ľ	
_	1	019.90	Apply Crew Resource	4			1	
_	int Gr	inade (check one): <u>~</u> (Menagement CompleteAdditiona	Training		Incomplete	,	

Trainee Signature	Date	Observer Signature	Date
Instructor Signature	Date	Regulatory Signature	Date

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	- 66	sal Jr; Cerea (0555595)	Location: Simulator	A300 IE	#254	(Opinicus)	- 0	Course: A300 2013 CQ (Annual Recument)
ositice	n: Ca	aptain	Instructor: Martorano	, Matth	ew.		6	Srief Time: 06/26/2013 18:00
ing:	U	PS .	Observer:				0	Device Time: 06/26/2013 18:00
qp:	A3	100	Regulatory:				0	Debrief Time: 06/20/2013 20:00
ask R	sting	g: 1 - Consequences r	ret M 2 - Undesired States Ma	a 3 - I	Errors	Managed		4 - Threats Managed
eason		M - Manauvering Tok W - Workload Manag Reting 1 - Consecuences r	-	6 D-I	-	n Making/P		P - Precedures Standard C - Communications 4 - Threats Managed
)nal P √ √			isk vi A Added - D. Deliver	Rating	Reps	Reasons	Prof	Remarks (use reverse side of form if required)
<u> </u>	+	M-Mandatory C-Option	al A-Added R-Rollover 2013 OQ LOE Event Set 1	4			-	The second second of particular second second
_	+		- PREFLIGHT				_	
1		011.3.22	Perform Cockpit Preparation	4			~	
T		ES	2013 CQ LOE Event Set 2 - PREFLIGHT	4			~	
ŀ	7	011.4.87.04	Conduct Start Procedure with External Air Cart	4			~	
	Τ	15	2013 CQ LOE Event Set 3 TAXI	4			1	
	7	011.7.06	Perform Normal Taxi Out	4			1	
	T	ES	2013 CQ LOE Event Set 4 - TAKEOFF	4			~	
-	7	012.1.06	Perform Normal Takeoff	4			4	
+	1	013.1.06	with Nominal Threat Level Perform Normal Climb with Nominal Threat Level	4			1	
		ES	2013 CQ LOE Event Set 5 - CLIMB/CRUISE	4			1	
	1	019.07.103	Demonstrate Adequate Knowledge of Nevlgation Supplemental Procedures	4			1	
		85	2013 CQ LOE Event Set 6 - APPROACH	4			1	
1	7	016.2.21.210	Recognize and Respond Appropriately to Non-Precision Approach with Flight C	4			ŕ	
	7	019.20.218.03.175	(K23.176) Have adequate knowledge of proper procedures relating to ECAM and	4			ŕ	
		#5	2013 CQ LOE Event Set 7 - LANDING	3			1	
1	7	017.2.20	- LANDING Perform Landing while experiencing Emergency. Abnormal or Non-Normal Abore	3			1	
		85	2013 CQ LOE Event Set 8 - TAXI	4			1	
+	7	018.1.05	Perform After Landing Taxi.	4			1	
	1	015.1.06	Perform Parking and	4			7	
+		ES	Securing 2013 CQ LOE Event Set 9 - CRM	4			1	
	1	019.90	Apply Crew Resource Management	4			1	
Even	t Gn	ade (check one): 🗹 Pass				Incomplete		
	_							
Train	ee S	Signature	Date	Obser	ver Si	gnature		Date

Regulatory Signature

Date

Date

Instructor Signature

2.3 FO's Initial

Nam	e: F	anning, Shand	a (2107487) Location: A300 Vi	rtual Prop	edures	s Trainer Ui	PE (Course: A300 Qualification/Transition - Syste
Posi	ion: F	rst Officer	Instructor: Pisano,	Salvatore			E	Brief Time: 06/22/2012 07:00
Org:	U	P8	Observer:				1	Device Time: 05/22/2012 09:00
Eqp:	A	300	Regulatory.				1	Debrief Time: 05/22/2012 13:00
Task	Ratin	g. 1 - C	onsequences not M 2 - Undesired States	Ma J -	Emore	Managed		4 - Threats Managed
Rea	ion:		ansuvering Toleran K - Knowledge Ioridead Managems S - Situational Awaren		Autom Decisi		Prol	P - Procedures Standard C - Communications
Eve	t Set	Rating 1 - C	onsequences not M 2 - Undesired States	Ma 3-	Errors	Managed		4 - Threats Managed
Oral	PF		Task	Rating	Reps	Reasons		
1	4		tory O-Optional A-Added R-Rollover	-			1	(use reverse side of form if required)
	1	011.3.06	Perform Preflight Performance Calculations	.4			1	
_	7	011.3.20	Perform Safety Check	4			1	
	1	011.3.22	Perform Cockpit Preparation	3			1	
_	~	011.3.50	Perform Before Start	3			1	
_	1	011.4.05	Perform Normal Engine Start	3			11	
	1	011.5.20	Perform Emergency, Abnormal or Non-Normal Engine Start	4			1	
	1	011.6.06	Perform After Engine Start	4			1	
	1	011.9.06	Perform Pre-takeoff	4			1	
	Ý	012.1.06	Perform Normal Takeoff with Normal Threat Level	4			1	
	1	013.1.06	Perform Normal Climb with Nominal Threat Level	4		1	1	
	1	014.1.06	Perform Cruise with Nominal Threat	4			11	
	1	014.2.08	Perform Cruise Abnormal/Non-Normal Performance Calculations with Escalated	4			ľ	
-	1	015.1.06	Perform Descent with Nominal Threat Level	3			1	
	1	016.1.01	Perform Non-Precision Approach with Nominal Threat Level	з			1	
	1	016.1.02	Perform Precision Approach with Nominal Threat Level	4			1	
		016.1.04	Perform Miseed Approach with Nominal Threat Level				Ľ	
		016.1.05	Perform Category II/II. Approach with Nominal Threat Level	4			Ľ	
⊢	1	016.1.76	Perform Terminal Area Holding	4	+		÷	
⊢	<	018.1.05	Perform After Landing Taxi	4	+		÷	
1	1	018.1.06	Perform Parking and Securing	4			11	

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Jame	n: E	anning, Shand	a (2107487)	Location: Simulate	r 6300 IF	eene o	(Thales)	10	Course:	A300 Quali	ication/Transition - Mare
_	_	First Officer	e (e 101401)	Instructor: Floro III.		_	(march)	-	Brief Time:	05/24/2012	
Drg:	_	JPS		Observer:				-		05/24/2012	
Bape		1300		Regulatory:				-		05/24/2012	
Task	Dati	1.0	concernence and M	2 - Undesited States 1	40 9	Fran	Menanat	-	4 - Threats	Mennand	
1854	1.0440	-g. 1-0	entradigate rease from the	2 - 01068160 00086 1		Li Horaș	minadas			and a second	
Reas	on:		aneuvering Toleran-			Autom			P - Precedu	res Standard	C - Communications
_		W-W	orkload Manageme	8 - Situational Awaren	es D-	Decisio	n Making/i	, tot			
Even	t Set	Rating 1 - C	onsequences not M	2 - Undesired States I	Ла З -	Entors	Managed		4 - Threats	Managed	
)ral √	PF ✓	M-Manda	Task tory O-Optional_A	Added R-Rollover	Rating	Reps	Reasons	Prof √			rarks of form if required)
	7	012.1.06	Perform Normal Threat Level	akeoff with Nominal	3.			~			
		016.1.05	Perform Category Nominal Threat L		З			×			
	1	017.1.06	Perform Normal I Threat Level	anding with Nominal	3			1			
		016.1.04	Perform Missed / Threat Level	Approach with Nominal	4			1			
		012.2.75	Perform Rejected	Takeoff	3			1			
		016.1.01	Perform Non-Pre Nominal Threat L	cision Approach with evel	2		×	1	Profile mod	 A repeat w peration even 	on the mechanics of th as reaccomplished to though first approach to
	~	018.1.05	Perform After La	nding Taxi	3			1			
		018.1.05	Perform Parking	and Securing	3			1			
	nt Gr	ade (check one	(: <u>√</u> Complete	Additional	[naining F	'	ncomplete				

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Task Rating: 1 - Consequences not M 2 - Undesired States Ma 3 - Errors Managed 4 - Threats Managed Reason: M - Maneuvering Toleran K - Knowledge A - Automation P - Procedures Standard C - Communication W - Workload Manageme S - Situational Awarenes D - Decision Making/Prol P - Procedures Managed Event Set Rating 1 - Consequences not M 2 - Undesired States Ma 3 - Errors Managed 4 - Threats Managed	141 14		a (2107487) Location: Simulate	r A300 IE	D #699	(Thales)	10	Course: A300 Qualification/Transition - Mare
Spin A300 Regulatory: Debrief Time: 05/27/2012 10:00 Dask Rating: 1 - Consequences not M 2 - Undesired States Ma 3 - Errors Managed 4 - Threats Managed Reason: M- Maneuvering Toleran K- Knowledge A - Automation P - Procedures Standard C - Communication W- Workload Manageme 5 - Situational Awarenes D - Decision Making/Prol P - Procedures Standard C - Communication Event Set Rating 1 - Consequences not M 2 - Undesired States Ma 3 - Errors Managed 4 - Threats Managed Dra Pref Task Refine Resons P - Procedures Standard C - Communication V V M-Manageory Optional A-Added R-Rollover V - Threats Managed V 013.9.06 Perform Pre-Lakeoff 3 V Image reverse side of form 2 required: V 013.9.06 Perform Tokeoff with (a) Powerplant 3 V Image reverse side of form 2 required: V 013.2.75 Perform Tokeoff with (a) 3 V Image reverse side of form 2 required: V 016.2.12 Perform Missed Approach with (a) 3 V Image reverse side of form 2 required: V 016.2.12 Perform Missed Approach with (a) 3 V Image reverside: V 016.2.14	lostion: P	inst Officer	Instructor: Floro III.	Mariano			6	Brief Time: 05/27/2012 04:00
Task Rating: 1 - Consequences not M 2 - Undesired States Ma 3 - Errors Managed 4 - Threats Managed Reason: M- Maneuvering Toleran K - Knowledge A - Automation P - Procedures Standard C - Communication W- Workload Manageme 5 - Situational Awarenes D - Decision Making/Prol P - Procedures Standard C - Communication Event Set Rating 1 - Consequences not M 2 - Undealed States Ma 3 - Errors Managed 4 - Threats Managed V 011.9.06 Parform Pre-takeoff 3 V V 012.2.75 Perform Rejected Takeoff 3 V 016.2.14 Perform Missed Approach with (a) 3 V Parton Missed Approach with (a) 016.2.14 Perform Missed Approach with (a) 3 V Parton Proveplant(b) Incoentive V 016.2.12 Perform Missed Approach with (a) 3 V Powerplant(b) Incoentive V 016.2.11 Perform Missed Approach with (a) 3 V V 016.2.12 Perform Missed Approach with (a) 3 V V V 016.2.12 Perform Missed Approach with (a) 3 V V 016.2.12 Perform Missed Approach with (a) 3 V <td>Deg: L</td> <td>/PS</td> <td>Observer:</td> <td></td> <td></td> <td></td> <td>6</td> <td>Device Time: 05/27/2012 05:00</td>	Deg: L	/PS	Observer:				6	Device Time: 05/27/2012 05:00
Reason: M - Maneuvering Toleran K - Knowledge A - Automation P - Procedures Standard C - Communication Event Set Rating 1 - Consequences not M 2 - Undealed States Ma 3 - Errors Managed 4 - Threats Managed Ora PF Task Rating Reps Reasons Prof Remarks ✓ 011.9.06 Parform Pre-takeoff 3 ✓ Image: Second Prof Remarks ✓ 012.2.75 Perform Rejected Takeoff 3 ✓ Image: Second Prof Remarks ✓ 012.2.715 Perform Rejected Takeoff 3 ✓ Image: Second Prof Remarks ✓ 012.2.719 Perform Majerd Approach with (a) 3 ✓ Image: Second Prof Remarks ✓ 012.2.11 Perform Majerd Approach with (a) 3 ✓ Image: Second Prof Remarks ✓ 016.2.12 Perform Majerd Approach with (a) 3 ✓ Image: Second Prof Remarks ✓ 016.2.12 Perform Majerd Approach with (a) 3 ✓ Image: Second Prof Image: Second Prof ✓ 016.2.13 Perfo	Sept /	1300	Regulatory:					Debrief Time: 05/27/2012 10:00
W- Workload Manageme 5 - Situational Awarenes D - Decision Making/Prol Event Set Rating 1 - Consequences not M 2 - Undesired States Ma 3 - Errora Managed 4 - Threats Managed Ora PF Task Rating Reps Ressons Prof Remarks V 031.9.06 Parform Pre-lakeoff 3 V Itematics Itematics V 032.2.75 Perform Rejected Takeoff 3 V Itematics Itematics 032.2.71 Perform Rejected Takeoff 3 V Itematics Itematics 035.2.14 Perform Missed Approach with (a) 3 V Itematics Itematics V 036.2.12 Perform Missed Approach with (a) 3 V Itematics Itematics V 036.2.13 Perform Missed Approach with (a) 3 V Itematics Itematics V 036.2.14 Perform Missed Approach with (a) 3 V Itematics Itematics V 036.2.14 Perform Missed Approach with (a) 3 V Itematics Itematics V 036.2.12 Perform Missed Approach with (a) 3 V Itematics Itematics V 016.2.14 Perform Mispe	lask Ratin	ng: 1-Ca	onsequences not M 2 - Undesired States N	la 3 -	Errors	Managed		4 - Threats Managed
Drag PF Task Pating Reps Research Prof Remarks ✓ 031,9,06 Parform Pre-lakeoff 3 ✓	Reason:							P - Procedures Standard C - Communications
V V MMandatory O-Optional A-Added R-Rollover V (use reverse side of form 2 required) V 031.9.06 Perform Rejected Takeoff 3 V V V 032.2.75 Perform Rejected Takeoff 3 V V 032.2.71 Perform Rejected Takeoff 3 V V 032.2.73 Perform Rejected Takeoff 3 V 036.2.14 Perform Missed Approach with (a) 3 V V 036.2.13 Perform Visual Approach with (a) 3 V V 016.2.12 Perform Missed Approach with (a) 3 V V 016.2.12 Perform Missed Approach with (a) 3 V V 016.2.12 Perform Missed Approach with (a) 3 V V 016.2.12 Perform Missed Approach with (a) 3 V V 016.2.14 Perform Missed Approach with (a) 3 V V 016.2.12 Perform Missed Approach with (a) 3 V V 016.2.12 Perform Missed Approach with (a) 3 V V 016.2.14 Perform Missed Approach with (a) 3 V V 016.2.14 Perform Missed Approach with (a) 3	Event Set	Rating 1 - Co	onsequences not M 2 - Undealred States I	/a 3 -	Errora	Managed		4 - Threats Managed
V 012.2.75 Perform Rejected Takeoff 3 V 012.2.75 Perform Takeoff with (a) Powerplant 3 V 016.2.11 Perform Missed Approach with (a) 3 V V 016.2.12 Perform Visual Approach with (a) 3 V V 016.2.13 Perform Visual Approach with (a) 3 V V 016.2.12 Perform Visual Approach with (a) 3 V V 016.2.12 Perform Visual Approach with (a) 3 V V 016.2.12 Perform Missed Approach with (a) 3 V 016.2.14 Perform Missed Approach with (a) 3 V 016.2.11 Perform Missed Approach with (a) 3 V 016.2.12 Perform Missed Approach with (a) 3 V 016.2.14 Perform Missed Approach with (a) 3 V 016.2.11 Perform Missed Approach with (a) 3 V 016.2.12 Perform Missed Approach with (a) 3 V 016.2.14 Perform Missed Approach with (a) 3 V 016.2.14 Perform Missed Approach with (a) 3 V 017.3.10 Parform Landing with (a) Powerplant(b) 3 V Inocetative		M-Mandat		Rating	Repa	Reasons		
012.2.11 Perform Takeoff with (a) Powerplant 3 ✓ 016.2.14 Perform Missed Approach with (a) 3 ✓ ✓ 016.2.13 Perform Visual Approach with (a) 3 ✓ ✓ 016.2.13 Perform Visual Approach with (a) 3 ✓ ✓ 016.2.14 Perform Visual Approach with (a) 3 ✓ ✓ 016.2.12 Perform Visual Approach with (a) 3 ✓ ✓ 016.2.14 Perform Precision Approach with (a) 3 ✓ 016.2.14 Perform Missed Approach with (a) 3 ✓ 016.2.14 Perform Missed Approach with (a) 3 ✓ 016.2.11 Perform Missed Approach with (a) 3 ✓ 016.2.12 Perform Missed Approach with (a) 3 ✓ 016.2.14 Perform Missed Approach with (a) 3 ✓ 016.2.11 Perform Missed Approach with (a) 3 ✓ 016.2.12 Perform Missed Approach with (a) 3 ✓ 016.2.13 Perform Missed Approach with (a) 3 ✓ 016.2.14 Perform Missed Approach with (a) 4 ✓ 017.2.10 Perform Landing with (a) Powerplant[s] 3 ✓ Event Grade (check on	1	011.9.06	Perform Pre-takeoff	3			1	
Pailure st or after V1 Pailure st or after V1 016.2.14 Perform Missed Approach with (a) 3 ✓ 016.2.13 Perform Visual Approach with (a) 3 ✓ 016.2.12 Perform Precision Approach with (a) 3 ✓ 016.2.14 Perform Precision Approach with (a) 3 ✓ 016.2.12 Perform Missed Approach with (a) 3 ✓ 016.2.14 Perform Missed Approach with (a) 3 ✓ 016.2.14 Perform Missed Approach with (a) 3 ✓ 016.2.14 Perform Missed Approach with (a) 3 ✓ 016.2.11 Perform Missed Approach with (a) 3 ✓ 017.2.10 Perform Missection Approach with 3 ✓ 017.2.10 Perform Missection Approach with 3 ✓ 017.2.10 Perform Missection Approach with (a) 3 ✓ 017.2.10 Perform Landing with (a) Poweplant(s) 3 Event Grade (check one): <u>✓</u> Campleta AdditionalTrainingF	1	012.2.75	Perform Rejected Takeoff	3			1	
V 016.2.13 Perform Visual Approach with (a) 3 ✓ V 016.2.12 Perform Precision Approach with (a) 3 ✓ V 016.2.12 Perform Precision Approach with (a) 3 ✓ 016.2.14 Perform Non-Precision Approach with (a) 3 ✓ 016.2.11 Perform Non-Precision Approach with (a) 3 ✓ 016.2.12 Perform Non-Precision Approach with (a) 3 ✓ 016.2.14 Perform Non-Precision Approach with (a) 3 ✓ 016.2.11 Perform Non-Precision Approach with (a) 3 ✓ 017.2.10 Perform Landing with (a) Personative 3 ✓ V 017.2.10 Perform Landing with (a) Personative 3 ✓ Event Grade (check one): <u>✓</u> Complete AdditionalTrainingF incomplete		012.2.11	Failure at or after V1	з			1	
Image: Proceediant(s) Inspectative Image: Proceediant(s) Inspectative Image: Proceediant(s) Inspectative Image: Proceediant(s) Inspectative Image: Outplant(s) Inspectative Image: Proceediant(s) Image: P		015.2.14	Powerplant(s) inoperative	-			1	
Powerplant(a) inoperative 016.2.14 Perform Missee Approach with (a) 3 Powerplant(a) incorretive 3 016.2.11 Perform Non-Precision Approach with 3 016.2.11 Perform Londing with (a) Powerplant(b) incorretive 3 017.2.10 Perform Landing with (a) Powerplant(b) 3 017.2.10 Perform Landing with (a) Powerplant(b) 3 Event Grade (check one): Complete	1	016.2.13	Powerplant(s) Inoperative	3			1	
Powerdantial incountive Perform Non-Precision Approach with 3 016.2.11 Perform Non-Precision Approach with 3 017.2.10 Parform Landing with (a) Powerplant(s) 3 017.2.10 Parform Landing with (a) Powerplant(s) 3 </td <td>1</td> <td>016.2.12</td> <td>Powerplant(s) Inoperative</td> <td>3</td> <td></td> <td></td> <td>1</td> <td></td>	1	016.2.12	Powerplant(s) Inoperative	3			1	
(a) Powerplant(is) Inoperative (a) Powerplant(is) Inoperative (c) 017.2.10 Perform Landing with (a) Powerplant(s) (c) 017.2.10 Inoperative (c) 017.2.10 Event Grade (check one): (c) Complete		016.2.14	Powerplant(a) Incoarativa	3			1	
Event Grade (check one): CompleteAdditionalTrainingFIncomplete		016.2.11	(a) Powerplant(s) Inoperative	-			1	
	1	017.2.10		3			1	
Comments:	Event Gri	ade (check one	(cCompleteAdditional	TrainingF	_	Incomplete		
	Commen	ts:						

emi	e: F	anning, Shand	a (2107487) Location: Simula	stor A300 II	D #859	(Thales)		Course: A300 Qualification/Transition - Mans
(a)	tion: P	inst Officer	Instructor: Flore	II, Mariano)		0	itief Time: 05/28/2012 04:00
)rg:	i,	IPS	Observer:				0	levice Time: 05/28/2012 08:00
icipe	- 1	\300	Regulatory:				0	Debrief Time: 05/28/2012 10:00
bsk	Rati	ng: 1 - Co	onsequences not M 2 - Undesired States	sMa 3 -	Errors	Managed		4 - Threats Managed
tea	son:		eneuvering Toleran K - Knowledge orkload Manageme S - Situational Awan		Autom Decisi			P - Procedures Standard C - Communications
lver	nt Set	Rating 1 - Co	onsequences not M 2 - Undesired State	s Ma 3 -	Errors	Managed		4 - Threats Managed
Iral	PF		Task	Rating	Reps	Reasons		Remarks
1	1		tory O-Optional A-Added R-Rollover	_	-		1	(use reverse side of form if required)
_	<	Q11.9.06	Parlorm Pre-takeoff	4	-		<	
		012.2.10	Recognize and Respond Appropriately (g) Powerplant(s) Failure before V1	to 4			$ \cdot $	
-	1	012.2.75	Parform Rejected Takeoff	4			1	
		012.1.06	Perform Normal Takeoff with Nominal Threat Lavel	4			1	
	1	013.1.06	Perform Normal Climb with Nominal Threat Level	4			1	
	1	015.1.04	Perform Descent with Nominal Threat Level	3			1	
		016.1.05	Perform Category I/III Approach with Nominal Threat Level Perform Non-Precision Approach with	3	-		Ľ.	
	1	016.1.01	Nominal Threat Loval	3		1	1	
		017.1.06	Perform Normal Landing with Nominal Threat Level	4			1	
		012.2.11	Perform Takeoff with (a) Powerplant Failure at or after V1	э			1	
		016.2.12	Perform Precision Approach with (a) Powerplant(s) Inoperative	4			1	-
	1	016.2.14	Perform Mased Approach with (a) Powerplant(s) Inoperative	3			1	
		017.2.10	Perform Landing with (a) Powerplant(a Inoperative) 3			1	
Ew	nt Gr	ade (check one	ok 🗹 Complete Addition	al Training	Ŕ	Incomplete		
Cor	mer	lx.						-

ame:	Far	ming, Shand	a (2107487)	Location: Simulato	A300 IE	0 #699	(Thales)	T	Course: A300 Qualification/Transition - Mane
oaition	x Fin	t Officer		Instructor: Sherlook	Daniel				Brief Time: 05/29/2012 08:00
)ig:	UP.	5		Observer:					Device Time: 05/29/2012 07:00
iqp:	A3	10		Regulatory:					Debrief Time: 05/29/2012 11:00
ask Ra	ating	1-0	onsequences not M	2 - Undesired States M	la 3 -	Errors	Managed		4 - Threats Managed
leason	1:			K - Knowledge S - Situational Awarene		Autom Decisio		Prol:	P - Procedures Standard C - Communications
Event S	iet R	ating 1 - C	onsequences not M	2 - Undesired States N	la 3 -	Errors	Managed		4 - Threats Managed
al Pl	F]		Tesk.		Rating	Reps	Reasons	Prof	Remarks
17		M-Manda	tory O-Optional A-A	dded R-Rollever				1	(use reverse side of form if required)
-	1	012.1.08	Perform Normal Ta Threat Level	iseoff with Nominal	4			1	
ŀ		012.2.10		spond Appropriately to failure before V1	2		0, 8, 9	1	Late on the 80 and 60 kt calls because the FO chose to call the tower before making the standard speed calls.
		016.1.05	Perform Category Nominal Threat Le	vel	4			1	
Ľ	_	016.1.04	Threat Level	preach with Nominal	4			1	
		015.1.01	Nominal Threat Le		3			1	
4	′	017.1.05	Threat Level	inding with Nominal	3			1	
1	1	012.2.11	Perform Takeoff w Failure at or after \		1	1	м,р,е	1	FO got distracted by the approaching level off altude and missed the pink page tum point by almost one mile. 2nd attempt was much befor.
		013.2.10	Perform Climb with Failure	(a) Powerplant(s)	3			1	
		016.2.12	Perform Precision Powerplant(s) Inco		4			1	
	1	015.2.14	Perform Missed Ap Powerplant(s) Inco		3			1	
		017.2.10	Perform Landing w Inoperative	ith (a) Powerplant(s)	3			1	
		e (check on		Additional			Incomplete	_	

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 Contraction Contra	The second construction of the second

		Fanning, Shanda (210)	And the second se	111 NT	0 #699	(Thales)	_	Course: A300 Qualification/Transition - Man		
_		first Officer	Instructor: Malone, T	odd			_	Irief Time: 05/03/2012 05:00		
g.	_	JPS	Observer:					Device Time: 06/03/2012 08:00		
QPX.		4300	Regulatory:				1	Debrief Time: 06/03/2012 12:00		
aak	Rati	ng: 1 - Consequ	ences not M 2 - Undesired States M	a 3.	Errors	Managed		4 - Threats Managed		
eas	ion:	M - Maneuve W - Workload			Autom Decisio	ation on Making/F	Prol	P - Procedures Standard C - Communicationa		
ven	rt Ser	Rating 1 - Consequ	ences not M 2 - Undesired States M	a 3.	Errors	Managed		4 - Threats Managed		
	PF		Task	Rating	Reps	Reasons	Prof	Remarks		
4	~		Optional A-Added R-Rollover		-		1	(use reverse side of form if required)		
-	1	011.2.01	Perform Flight Planning Duties	4			1			
-	1	011.3	Accomplish Preflight	4			1			
+	4	011.3.50	Perform Before Start	-	-		1			
4	~	011.4.06	Perform Normal Engine Start	4			1			
		011.8.20.214	Recognize and Respond Appropriately to Taxi Out with Landing Gear and Brake	4			1			
	4	011.9.06	Perform Pre-takeoff	4			1			
	1	012.1.06	Perform Normal Takeoff with Norminal Threat Level	4			1			
	×.	013.1.06	Perform Normal Climb with Norminal Threat Level	4			1			
	1	014.1.06	Perform Cruise with Nominal Threat Level	3			1			
	1	015.1.06	Perform Descent with Nominal Threat Level	2		5	1	Missed 160 KIAS restrotion at Makeo on ILS 058 approach at MMMX		
	1	017.2	Accomplish Landing with Escalated Threat Level	4			1			
	1	016.1.02	Perform Precision Approach with Nominal Threat Level	2		к,Р	1	Did not have VNI switch in position to arm autop for LAND mode when turning on to Final		
	1	017.1.06	Perform Normal Landing with Norminal Threat Level	4			1			
	1	019.90.901	Exhibit Adequate Knowledge of Crew Coerdination	3			1			
		85	QUAL LOS 3 SPOT (rev 14)	3			1			
		015.1.02	Perform Precision Approach with Nominal Threat Level	2		c	1	Did not communicate to FP concern about descending to 3000 while not within 9 DME of IL approach		
		018.2.20	Perform After Landing while experiencing Emergency,	4			1			
_	-	012.2.75	Abnormal or Non-Normal Perform Rejected Takeoff	4	-		1			
	-	012.2	Accomplish Takeoff with Escalated	3	+	<u> </u>	÷			
			Threat Level	-						
		013.2	Accomplish Climb with Escalated Threat Level	4			1			
		014.2.72	Recognize and Respond Appropriately to Unusual Aircraft Attitude during Cru	4			Ĺ			
	1	012.2.20.317	Recognize and Respond Appropriately to Takeoff with Powerplant Emergency, A	4			1			
		014.2.71	Recognize and Respond Appropriately to First Indication of Stall Buffet or	IN						
		019.40	Demonstrate Adequate Knowledge to Recognize and Respond Appropriately to Wi	IN						
frai	nee	Signature	Date	Obser	ver Sig	nature		Dete		
Inst	ructo	r Signaturé	Date	Repuik	atory S	ignature		Date		

Res 40 USC 921.8 Confidental Commercial Information

_		anning, Shanda (210)			#699	(Thales)	_	ourse: A300 Qualification/Transition - Mana
psit	ion: P	int Officer	Instructor: Floro III, N	Aariano			_	clef Time: 06/06/2012 04:00
eg:	_	PS	Observer:					evice Time: 06/06/2012 06:00
qp:	A	300	Regulatory:			_	_	
ask	Ratin	g: 1 - Consequ	ences not M 2 - Undeelred Status Mi	1 3 - 1	Errors	Managed		 Threats Managed
eas	en:		ring Toleran K - Knowledge		Autom			P - Procedures Standard C - Communications
		W - Workload	Manageme S - Situational Awarenee	8 D-1	Decisk	n Making 8	Prol	
ver	t Set	Rating 1 - Consequ	ances not M 2 - Undesired States M	a 3 -	Errors	Managed		4 - Thiseats Managed
mi	PF		Task.	Rating	Reps	Reasons	Prof ✓	Remarks (use reverse side of form if required)
~	~		-Optional A-Added R-Rollover	3	-		÷.	Upp reverse size or ignit a regulator
_	<	011.2.01	Perform Flight Planning Duties	3	<u> </u>		1	
_	_	011.3	Accomplish Preflight Perform Cockpit Preparation	4	-		÷	
_		011.3.22	Perform Before Start				Ż	
_		011.3.50	Perform Emergency, Abnormal or	4			1	
_		011.5.20	Accomplish Taxi with Escalated	3	-	-	E	
		011.8	Threat Level					
		031.7.06	Perform Normal Taxi Out	4		-	1	
		011.9.06	Perform Pre-takeoff	4	_		1	
		012.1.06	Perform Normal Takeoff with Norminal Threat Level	а			1	-
	1	013.1.06	Perform Normal Climb with Nominal Throat Level	3			Ľ	
	Г	019.80.15	Demonstrate Adaquate Knowledge of Navigation/FMC/FMS Systems	4			ľ.	
	1	014.2.73	Recognize and Respond Appropriately to Advarse Weather during Cruise	2			1	
	1	019.00.03	Demonstrate Adequate Knowledge of Anti-loe, Rain Protection Systems	4			ľ	
	t	013.2.20.203	Recognize and Respond Appropriately to Climb with Anti-los, Rain Protection	4			1	
-	1	013.2.20.211	Recognize and Respond. Appropriately to Climb with Flight Instrument Display	3			ľ	
\vdash	\uparrow	014.1.06	Perform Gruise with Nominal Threat Level	4			1	
F		015.1.05	Perform Descent with Nominal Threat Level	3			1	
F	-	016.1.01	Perform Non-Precision Approach with Nominal Threat Level	3			1	
	+	018.1.06	Perform Parking and Securing	4			1	
F	1	019.90.900	Exhibit Adequate Knowledge of Communications Processes	3			1	
F	ľ	012.2.20	Recognize and Respond Appropriately to Emergency, Abnormal or Non-Normal Ai	3			Í	
F	ľ	013.2.20.214	Recognize and Respond Appropriately to Climb with Landing Geer and Brake Em	3			ľ	
F	T	014.2.23	Perform Visual Approach while experiencing Emergency, Abnormal or Non-Norma	3			ľ	
F		012.2.11	Perform Takeoff with (#) Powerplant Failure at or after V1	3			-	*
T	ainee	Signature	Date	Obse	erver 8	ignature		Date
lin	abruio	tor Signature	Date	Reg	ulatory	Signature		Date

2.4 FO's CQ

lame: Fanning, Shanda (2107487) Location: Simulator.				#254	(Opinicus)		Course: A300 2013 CQ (Annual Recurrent)		
Position: First Officer Instructor: Baumann,						-1	Brief Time:	06/26/2013 14:00	
Org: UPS Obearver:						-	Device Time:	08/26/2013 14:00	
qp: A300 Regulatory:			0				Debrief Time: 05/26/2013 18:00		
ask Rat	ing: 1 - Consequences	not M 2 - Undesired States Me	3-1	110ns	Managed		4 - Threats N	Asnaged	
eason:	M - Maneuvering To W - Workload Mane	sieran K Knowledge igeme S Situational Awarene		kutomi Jeciski	ation In Making/	Prol	P - Procedur	es Standard C - Communications	
rent Se	et Rating 1 - Consequences	not M 2 - Undesired States M	* 3-I	Errots	Managed		4 - Threats N	fanaged	
9 PF		Tanik	Rating	Repa	Reasons	Pro	1	Remarks	
+	M-Mandatory O-Optic	2013 CQ LOE Event Set 1	4			Ý	(Use	reverse side of form if required)	
+	011.3.22	- PREFLIGHT Perform Cockpit	4			1			
+	ES	Preparation 2013 CQ LOE Event Set 2 - PREFLIGHT	4			7			
	011.4.07.04	Conduct Start Procedure with External Air Cart	4			1			
	ES	2013 CQ LOE Event Set 3 - TAXI	4			1			
	011.7.06	Perform Normal Taxi Out	4			1			
	65 .	2013 CQ LOE Event Set 4 - TAKEOFF	4			1			
	012.1.06	Perform Normal Takeoff with Nominal Threat Level	4			1			
	013.1.96	Perform Normal Climb with Nominal Threat Level	4			1			
	23	2013 CQ LOE Event Set 5 - CLIMB/CRUISE	4			1			
	019.07.103	Demonstrate Adequate Knowledge of Navigation Supplemental Procedures	4			ľ			
	E5	2013 CQ LOE Event Set 6 - APPROACH	4			1			
	016.2.21.210	Recognize and Respond Appropriately to Non-Precision Approach with Flight C	3		8	ľ			
ľ	019.20.218.03.175	(K23.176) Have adequate knowledge of proper procedures relating to ECAM and	4			×.			
	ES -	2013 CQ LOE Event Set 7 - LANDING	4			1			
	017.2.20	Perform Landing while experiencing Emergency, Abnormal or Non-Normal Aircra	4			ľ			
	ES	2013 CQ LOE Event Set 8 - TAXI	3		8	1			
	018.1.05	Perform After Landing Taxi	3		8	1			
	018.1.06	Perform Parking and Securing	4			ľ			
	15	2013 CQ LOE Event Set 9 - CRM	4			Ľ			
	019.90	Apply Crew Resource Management	4			1			
Event G	anade (check one): 🗹 Pas	isFai			Incomplete				
Trainee Signature Dato			Observer Signature					Date	
	or Signature	Dote	Dent	dana P	ignature			Date	

and the second for a second second			7) Location: Simulato					Course: A300 2013 CQ (Annual Recurrent)
			Instructor: Floro III,	Mariano			_	Brief Time: 06/25/2013 08:00
			Observer:					Device Time: 05/25/2013 08:00
Eqp: A300			Regulatory:					Debrief Time: 06/25/2013 10:00
Task	Reti	M - Mensuvering	es not M 2 - Undesired States I		Errors			4 - Threats Managed P - Procedures Standard C - Communications
		W - Workload M		es D-	Decisi	on Making/P	nol	4 - Threats Managed
_		Pating 1 - Consequent						
Oral	만	Milleriation 0.0	Task stional A-Added R-Rollover	Rating	Reps	Reasons	Pro V	
-	· · ·	011.9.06	Perform Pre-takeoff	4			1	Construction of the original to the second
		019.07.104	Demonstrate Adequate Knowledge of FMC/FMS Supplemental Procedures	3			~	
		034.2.29	Parform Cruise While Experiencing Emergency, Abnormal or Non-Normal Aircraf	3			1	
	1	016.2.22	Perform Precision Approach while experiencing Emergency, Abnormal or Non-No	а			1	
	Í	016.2.41	Recognize and Respond Appropriately to Windshear/Turbulence during Non-Prec	3			1	
		016.1.01	Perform Non-Precision Approach with Nominal Threat Level	4			ĺ	
		012.2.13	Perform Takeoff with (a) Powerplant Failure at or after V1	3			ĺ	·
		016.2.12	Perform Precision Approach with (a) Powerplant(s) Inoperative	4			Ľ	·
		017.2.10	Perform Landing with (z) Powerplant(s) Inoperative	4			Ľ	
		019.20.218.03.175	(K23.178) Have adequate knowledge of proper procedures relating to ECAM and	3			ľ	
		019.90	Apply Crew Resource Management	4		1	7	/
L	nmer	rade (check one): 🗹 🤇	CompleteAdditional	Training		Incomplete		

Trainee Signature	Data	Observer Signature	Dete
Instructor Signature	Date	Regulatory Signature	Date

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