

A320 SIM WIZZ

What are the standard holding altitudes and speeds?

Right-hand holding. Standard holding speeds and altitudes are defined in the published holding speed tables.

Std Holding Altitudes & Speeds	FL	Speed	Outbound Timing
	340	M 0.83	1,5 min
		265	
	200	240	
	FL 140	230	1 min
	5000 ft	220	
	0		

SMALL INPUTS

TUNED & IDENTIFIED

ALWAYS BE AWARE OF LANDING AND TAKEOFF CLEARANCE

DON'T ANSWER QUESTIONS ON FINAL

CL POWER at THR REDUCTION ALT

URNS

FOR 30° TURN - ROLLOUT 5° BEFORE

FOR 45° TURN - ROLLOUT ~15° BEFORE

FOR 45° TURN + 1000FPM CLIMB - 5° PITCH

CALLOUTS

250 BLUE, 5000 BLUE, HDG 310 BLUE etc.

CONFIGURATION FOR ILS

ON THE INTERCEPT TURN AND BEFORE START WITH FLAPS 1, 2

ON FINAL WITH G/S ALIVE LANDING GEAR DOWN, FLAPS 3, FULL

Write INBOUND and OUTBOUND track for holding on scratchpad

CALL 10° TO GO on HDG

A320 pitch&power settings

250 kt

25° - 30° TURN - LEVEL OFF 5° before

45° TURN - LEVEL OFF 15° before

LEVEL ~ 55% POWER

CLIMB 1000 V/S ~ 65% POWER - 10% UP

DESCEND 1000 V/S ~ 45% POWER - 10% DOWN

STANDARD TURN 3°/sec - 25° BANK

ALWAYS CHECK IF CLEARED FOR APPROACH AND LANDING

NTR ONLY: A320 ENVIRONMENT SUMMARY of the approach assessment

Max deviation	1000ft AAL → MDA	MDA → 50ft AAL	50ft AAL → P/BRK set
Horizontal profile	LOC 1 DOT	LOC ½ DOT	RWY center line
Descend profile	GS 1 DOT	min. 1 RED & 1 WHITE	Not assessed

Your ability to track the runway center line (approach, LDG and rollout) is evaluated.

Your FLARE technique, TDZ, hard/soft LDG are not evaluated.

NTR ONLY: A320 ENVIRONMENT

Decision for GO-AROUND

Your decision to initiate a GO-AROUND is assessed (PSD competency).

Before ENG reverser are deployed:

- Select TOGA
- Pitch UP
- Assessor will freeze the simulator

After ENG reverser are deployed: GO-AROUND NOT ALLOWED!