

OPERATIONAL BRIEFING

WELCOME TO OUR NEWSLETTER



INSIDE

Launch Of Our Course!

The story behind Type Rating Pro, our reason for creating the course and our plans for the future.

PBN Operations

Our latest addition to the course, is a video on PBN Operations. We go over the importance of PBN and RNP AR approaches.

Preparing For Your Upcoming Sim

We talk about how we prepare for our sim, including how long in advance we start to study, what we study, and the importance of good preparation.

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Type Rating Pro



LAUNCH OF OUR COURSE!

Hamish - A350

Welcome to Type Rating Pro

Hello everyone and welcome to this Operational Briefing!

I hope you have enjoyed the content we have made so far. We have spent the past two years putting together these videos for you, showing you procedures of normal and non-normal operations. In this article, we are going to go back even further than that, and talk about how TRP came about, and our reasons for doing this.

2017 - A320 Type Rating

Both Julien and I completed our type rating nearly 10 years ago, in Amsterdam. Having completed an incredibly long CBT (Computer Based Training) course prior to the start date, we were then given a USB which contained the manuals. This included FCOM, FCTM, OMA, OMB, QRH, and many more. This was my first airline job and I remember scanning through these documents thinking: "What does it all mean?"

In the end, I actually found a couple of videos on Youtube, and combined with the use of flight simulator on my struggling laptop (that was Flight Simulator X!), I was eventually able to feel somewhat prepared for the sims.

2023 - The birth of the Youtube Channel

Having flown the A320 for a number of years already, Julien and I met up on holiday, and reminisced on the days of our type rating. By this point, Flight Simulator 2020 had been released, and we were both using it frequently. Partly for enjoyment, but also as preparation for our regular sim checks we had with our airline.

We talked about how there really isn't too much technical content available online, and that's where we came up with the idea of making our own videos. We have the technology available, we have the experience and knowledge from flying the A320, so why don't we give it a shot?

We released our first video on YouTube on the 25th of March 2023. Low Visibility Operations. The slides were made with google slides, there was no introduction, no branding, not even a thumbnail! But the enjoyment we got from making this video was clear, and we were committed to making more.

2026 - Type Rating Pro Website

The Youtube Channel now has just under 4.5k subscribers. Given how niche this content is, for long form, technical videos, this is something we are really happy with. Julien continues to fly the A320 (soon to become a Captain!) and I have moved on the A350, but continue to teach on the A320.

We made the decision to launch a website two years ago. This would have much improved videos, covering more topics, with more resources. It is tailored towards trainees studying for their A320 type rating, current A320 pilots looking to refresh and boost their knowledge, and also flight sim enthusiasts looking to take their experience to the next level.

The content creation has been hard! There have been multiple times where we have recorded a video, just for something to go wrong during the last part of the recording, then had to start all over again. But it's these high standards which have meant we are proud of what we have made today.

Something in particular that I like is the Cheat Sheets. These can be a great aid in refreshing your knowledge, and give a clear structured template to things such as failure management, cold weather operations, and LVPs.

So I hope you continue to enjoy this website! Thanks so much for the support, and if you have any questions, feel free to write to us on discord, or send us an email.

Happy Landings!

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PBN OPERATIONS

Marc - A320

Explaining PBN

PBN is one of those topics that can feel quite heavy at first, but when you break it down, it's really just a different way of navigating. Instead of flying from one navaid to another like we used to with VORs and NDBs, we're now flying precise paths between waypoints using onboard systems like GPS, IRS and DME. That's what allows for more direct routing, smoother profiles, and much better accuracy, particularly as you get closer to the airport.

Where it starts to matter operationally is understanding the difference between RNAV and RNP. RNAV allows you to fly those waypoint-based routes, but it doesn't tell you how well you're actually maintaining them. There's no monitoring or alerting if accuracy starts to degrade. RNP builds on that by adding the requirement for continuous monitoring. The aircraft is constantly checking whether it can meet the required navigation performance and will alert you if it can't. That's the key difference, and it's what makes RNP procedures more demanding in practice.

This becomes especially important when you get into RNP approaches, and even more so with RNP AR. A good example of this is somewhere like Madeira runway 05, where you're not flying a simple straight-in approach. Instead, you're following a curved path around terrain before lining up with the runway. It's a great demonstration of what PBN allows you to do, but also where the margins start to get tighter.

On the Airbus, this is all presented very clearly. On the PFD, you've got L DEV and V DEV, which behave very much like a localiser and glideslope. When they're centred, you're on the path. If they move, you're not. On the Navigation Display, it becomes even more obvious, as you can see the aircraft relative to the programmed track, along with a value showing how far off you are. The system gives you very accurate guidance, but it still relies on good monitoring.

It's also important to keep an eye on what's happening in the background. Things like GPS PRIMARY, RAIM, and overall navigation accuracy all determine whether the aircraft can actually meet the required performance. If that capability drops, especially during something like an RNP AR, you need to recognise it early and be ready to take action.

There are also some practical considerations that can catch people out. An incorrect QNH won't be detected by the system, but it will affect your vertical profile. Wind can affect your turn performance, particularly on tighter curved segments, and temperature can impact altitude accuracy. These aren't new concepts, but with tighter margins, they become more significant.

In the end, PBN isn't really about the theory. It's about understanding what the aircraft is doing, monitoring it properly, and staying ahead of it. If you get that right, it becomes a really useful tool rather than something that feels overly technical.

Want to know more about PBN? We've made a lesson on it on our course, and also a cheat sheet to help you solidify your understanding on the operations!

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Type Rating Pro



THE SIM!

Julien- A320

How I Prepare For an Upcoming Sim.

Everyone prepares for simulator sessions slightly differently, but over the years I've found that the biggest difference comes from starting early and keeping the preparation practical. Personally, I usually start preparing around three weeks to a month before the sim. I don't like leaving everything until the last few days because it normally just adds unnecessary pressure and makes the preparation less effective.

The first thing I'll normally do is look back at previous sim debrief notes. I think this is one of the most useful things you can do, because it immediately highlights the areas that need more attention. We are always learning in this job, and one of the best things you can do is seeing what can improve on from your last sim.

From there, I'll usually start reviewing the upcoming sim profile and looking at the systems and failures that are likely to come up. Most of that preparation is done using company documentation like the FCOM and FCTM. I'll focus particularly on failure management rather than just trying to memorise procedures. Understanding the logic behind a failure and what the aircraft is actually doing makes a huge difference once the workload starts increasing in the simulator.

Memory items are another big focus for me. I keep these current all the time, but before a simulator session I'll definitely spend extra time reviewing them.

I also like using Microsoft Flight Simulator as part of my preparation, particularly with the Fenix A320. It's an excellent tool for practicing flows, failures, and general failure management. I'll often run through random scenarios (to enhance failure management), crosswind landings, EFATOs, LVPs, or anything else that's relevant to the upcoming sim. If you don't have access to flight simulator, even just sitting down for an hour and "chair flying", talking yourself through the management side of a scenario can make a noticeable difference.

Another thing I've always found useful is discussing scenarios with colleagues. Sometimes hearing how someone else approaches a problem or manages a situation gives you a completely different perspective. A lot of Captains are more than happy to share their experiences and explanations to help you in your development.

One thing I've realised over time is that good preparation reduces stress massively. If you go into the simulator already familiar with the profile, comfortable with the memory items, and confident with the systems, you free up a lot more mental capacity to actually manage the aircraft properly. But don't over prepare, and allow yourself flexibility to manage the failure, especially if it's not what you're expecting!

That's also one of the reasons we built Type Rating Pro. A lot of the content on the portal is exactly the sort of material I use myself when preparing. Being able to quickly refresh a system, review a failure management video, run through memory items, or use a cheat sheet before a sim session is incredibly useful, especially when time is limited.

At the end of the day, there's no shortcut for simulator preparation. But if you start early, stay consistent, and focus on understanding rather than memorising, the whole experience becomes much more manageable and a lot less stressful.

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*Thank
you!*

We hope you found this Operational Briefing interesting!

What would you like us to talk about next?

Have your say and let us know!

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