

CAE

CAERise

Training Event Viewer

Detection Criteria

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Once the detected maneuver assessment on a specific type is completed, the information below details the detection criteria of each maneuver.

Assumptions:

For each maneuver, the instructor is expected to correctly set the iOS such as:

- The reference airport and associated runway
- The weather settings so it matches training objectives (e.g. Set RVR to detect a low vis T/O)

Usage of Flight Freeze and/or Reposition IOS features during a maneuver may prevent TEV's insights from being generated.

In case of a crash, it will end a maneuver and generate an insight if the below start criteria's were met.

Takeoff	
Start	<ul style="list-style-type: none">• Ground speed below 30 kt• For LVO set RVR \leq 400m / 1300'• For x-wind, set x-wind component to:<ul style="list-style-type: none">- BAT : \geq 10 kt- B777/787 : \geq 15kts- A320 / B737 : \geq 20kts• For Windshear (Airbus only): Aircraft airborne during windshear. A separate windshear scorecard will be provided. Take-off scorecard will show metrics in context of windshear.
End	<ul style="list-style-type: none">• Flaps 0 and 800ft AGL• Otherwise level off or climbing through 3200' AGL (e.g. NADP 1, 2)
Multiple repetitions and training tips	<ul style="list-style-type: none">• Wait until aircraft climbs through 800' AGL prior to repositioning to get a T/O insight.• It's possible to conduct a RTO, stop on the runway, then perform a T/O from current position on the runway.

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RTO	
Start	<ul style="list-style-type: none"> Thrust reduction while GS has reached at least 50 kt For LVO set RVR \leq 400m / 1300'
End	<ul style="list-style-type: none"> Aircraft stopped on runway for 10 seconds
Multiple repetitions and training tips	<ul style="list-style-type: none"> It's possible to conduct an RTO, stop on the runway, then perform a subsequent RTO or T/O from current position on the runway.

Approaches	
<p>As depicted on the "Detected Maneuvers table", Rise has either the possibility of identifying:</p> <ul style="list-style-type: none"> Type of approaches (2D vs 3D) with associated AP/FD statuses. For those cases, Rise will also detect any engine malfunction. (eg. 3D Approach, AP OFF, FD ON and all engine operative) <p>OR,</p> <ul style="list-style-type: none"> It will detect an Approach but without displaying the above-mentioned details. This is due to avionic architecture which makes it easier to detect on some simulators when compared to others. 	
Start	<ul style="list-style-type: none"> 1500' AGL For Windshear (Airbus only): Aircraft airborne during windshear, a separate windshear scorecard will be provided. Approach scorecard will show metrics in context of windshear
End	<ul style="list-style-type: none"> 50' AGL or G/A initiated
Multiple repetitions and training tips	<ul style="list-style-type: none"> For multiple repetitions of approaches, reposition aircraft no closer than 6M.

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Go Around	
Start	<ul style="list-style-type: none"> Altitude is below 2000' AGL TOGA and positive rate of climb for at least 10 sec
End	<ul style="list-style-type: none"> Flap completely retracted (flaps 0), or Altitude above 3200' AGL, or 5 mins after event start (to accommodate OEI operation)
Training Tips	<ul style="list-style-type: none"> For a rejected landing where the aircraft touches the ground for more than 5 secs, a GA insight won't be delivered.

Landing	
Start	<ul style="list-style-type: none"> Starts at 200' AGL For LVO set RVR \leq 550m / 1800' For x-wind set x-wind component to: <ul style="list-style-type: none"> - BAT : \geq 10 kt - B777/787 : \geq 15kts - A320 / B737 : \geq 20kts
End	<ul style="list-style-type: none"> GS below 30 kts
Multiple repetitions and training tips	<ul style="list-style-type: none"> For multiple repetitions of landings, reposition aircraft closer than 3M is supported and will only deliver a landing insight. An approach insight requires repositioning to 6NM or more.

Detection Criteria

Abnormal and Emergency Procedures

Dual hydraulic failure (A320)	
Start	<ul style="list-style-type: none">Both green and yellow hydraulic pressures are low
End	<ul style="list-style-type: none">Both yellow and green hydraulic pressures are restored120 seconds after start of event

Emergency Evacuation (Airbus)	
Start	<ul style="list-style-type: none">Evacuation command issued and aircraft is on ground below 1 kt
End	<ul style="list-style-type: none">5 seconds after evacuation command

Reactive Windshear (Airbus)	
Start	<ul style="list-style-type: none">Airborne and 5 seconds before reactive Windshear becomes active
End	<ul style="list-style-type: none">60 seconds after reactive windshear becomes inactive

EGPWS (Airbus)	
Start	<ul style="list-style-type: none">Airborne and EGPWS terrain caution or warning becomes active
End	<ul style="list-style-type: none">Aircraft climbed 500'120 seconds after event start

TCAS (Airbus)	
Start	<ul style="list-style-type: none">Airborne and 5 seconds before resolution advisory becomes active
End	<ul style="list-style-type: none">Resolution advisory resolved for 15 sec