

行政院所屬各機關因公出國人員報告書

(出國類別：實習)

FK-100 機型轉換檢定模擬機訓練報告書

服務機關：民用航空局

出國人職稱：約聘人員

姓名：左志輝

出國地區：韓國 仁川

出國期間：92.06.06 - 92.06.13

報告日期：92.06.18

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FK-100機型轉換檢定模擬機訓練報告書

主辦機關:

交通部民用航空局

聯絡人/電話:

陳碧雲/(02)23496197

出國人員:

左志輝 交通部民用航空局 飛航標準組 約聘人員

出國類別: 實習

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關鍵詞: FK-100機型轉換檢定模擬機訓練

內容摘要: 民用航空局自民國八十五年，參考美國聯邦航空總署之檢查員制度而訂定國內相關察核規定。依據民用航空法規定，民航局得派員檢查民用航空運輸業各項人員、設備、並督導其業務，檢查員需保有機型檢定證，並據以執行航務查核等相關作業。本次韓國受訓雖十分緊湊，惟在訓練教師及搭配副駕駛通力協助下，圓滿完成訓練並通過考驗。

本文電子檔已上傳至出國報告資訊網

FK-100 機型轉換模擬機訓練報告書頁次

壹、目的	1
貳、過程	1-2
參、心得	2
肆、建議	3
伍、附件	
一、FK-100 模擬機訓練課表	(共 1 頁)
二、FK-100 機種轉換訓練項目	(共 12 頁)
三、FK-100 模擬機訓練紀錄	(共 6 頁)
四、FK-100 模擬機技能檢定	(共 1 頁)
五、模擬機術科檢定報告表	(共 2 頁)
六、檢定證影印本	(共 1 頁)

FK-100 機型轉換檢定模擬機訓練報告書

壹、目的：

依據民用航空法第五十七條第一項 民航局為促進民航事業發展，維護飛航安全或公共利益之需要，得派員檢查民用航空運輸業各項人員、設備，並督導其業務，及民航法規（人員檢定與訓練○五—○—A）航空人員檢定規則第七條規定航空人員執業證書及檢定證之發給辦理，必須在完成訓練並經檢定合格後始得發照。

依民用航空器飛航作業管理規則第二條第四十六款 機種轉換訓練：指對曾任職於其他機型相同職務之組員所實施之訓練。

交通部民用航空局航空安全檢查員調派作業要點，訂定對檢查員訓練接受轉訓檢定及格後，始可取得機種之檢定資格，基於實際業務需要及維護飛航安全，本局必須具有該機型檢定證之檢查員，以落實督導及執行航空公司飛航組員定期及不定期之檢定考驗工作，以符合考驗制度與美國 FAA 的飛安要求。

貳、過程：

- 一、奉准於九十二年度內，運用本局「派員出國進修研究實習計畫」之飛航安全檢查員專業訓練專案及飛安基金會相關經費支援下，接受 FK-100 機型轉換檢定模擬機訓練。
- 二、經由華信航空公司協調並同意代訓，洽韓國仁川 Alteon Training Asia LLC 訓練中心（地址：8th F1, SELOT 1370 Gonghang-Dong, Ganso-Gu Seoul, 157-240, KOREA Tel：82-2-2656-6794 Fax：82-2-2656-6797）安排受訓事宜，並確定 92.06.06 至 92.06.13 之受訓期程。
- 三、模擬機訓練、檢定課程包含術科（模擬機）訓練及考驗二部分：
（訓練配當及考驗如附件一、四）
（一）術科：合計 24 小時

(二) 考驗：合計 4 小時

1. 飛航提示及航行計畫：飛行準備及計算、MEL/CDL 程序及後續動作。
2. 飛行前程序及開車：座艙準備、引擎不正常起動。
3. 滑出及起飛：檢查程序組員協調、滑行中系統不正常、測風起飛、放棄起飛、地面緊急撤離程序、V1 後發動機失效。
4. 爬升：儀器離場程序、系統失效。
5. 巡航：失速及小轉彎、系統失效、緊急下降、轉降或回場落地。
6. 下降及進場：區域到場及進場提示、待命程序、系統失效、單發動機精確進場、單發動機迷失進場、繞場程序。
7. 落地：單發動機側風落地。
8. 滑回關車：正常停車及關車。

參、心得：

本次機種轉換檢定訓練係針對已擁有其他機型檢定證之飛航人員實施，且以右座 PF 科目為主，故每次訓練 4 小時實際科目為二課，訓練過程不可諱言十分緊湊，幸而訓練教師 Lucas 教學經驗豐富，搭配 F/O 為線上人員，在二人通力協助下，圓滿完成訓練通過考驗。

模擬機可用於熟悉座艙電門之使用，系統之瞭解，飛行管理電腦系統輸入之練習等等，其內部設備與真飛機駕駛艙完全相同，電腦系統可以模擬出風切、下雪、霧、閃電等各種天候，以及飛機火警、發動機失效、座艙洩壓、起落架失效、液壓失效、電器系失效、空調失效等各種機械故障狀況，加強駕駛員對突發狀況處置能力。

飛行訓練按進度實施起飛、落地、性能練習、儀器飛行、操作技巧等，都可以在飛行軌跡紀錄圖上判讀成績。緊急處置則有電腦紀錄，並可在多功能顯示幕上依次序逐項完成故障排除，遇有更危

害航機狀況發生時，則會有需要優先處置的條文出現，讓你優先處理以確保飛安。

肆、建議：

韓國仁川 ALTEON 訓練中心模擬機設備維護可稱達到國際水準，此次訓練全程均按時按表訂科目實施，與教師及副駕駛互動合作良好。華信航空公司使用該訓練中心已四年，組員複訓考驗行程安排均駕輕就熟，訓練成效甚佳。

飛航安全為航空公司命脈，應落實飛行員飛機操作的訓練，重視座艙資源管理，遵守一切民航法規，依照標準程序操作執行飛航任務，降低人為疏失所產生意外，以提昇飛航安全。

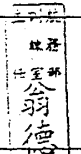
民航局檢查員應施以專業訓練及該機型之複訓，以便對航務工作全盤了解，確實做好飛安監理工作。



民航局航務檢查員 7K-100 機型轉換檢定訓練模擬機訓練課表

年月份：92年6月

日期	星期	內 容					組員名單				
		A	B	C	D	E	組別	職 稱			
								CAPT	F/O	Instructor	DE
1	日										
2	一										
3	二										
4	三					甲	左志輝	吳維倫	Lucas Corver	賓立亞	
5	四										
6	五				甲						
7	六			甲							
8	日			甲							
9	一										
10	二			甲							
11	三				甲						
12	四			甲							
13	五	甲									
14	六										
15	日										
16	一										
17	二										
18	三										
19	四										
20	五										
21	六										
22	日										
23	一										
24	二										
25	三										
26	四										
27	五										
28	六										
29	日										
30	一										
說明	A: 0830 - 1230		D: 2130 - 0130								
	B: 1300 - 1700		E: 0130 - 0530								
	C: 1730 - 2130				地點：韓國仁川						

訓練室主任：  德
 日期： 21 May 2003

製表人： 黃黎賢
 日期： 21/May/2003

第三章 機種轉換訓練 Transition Training

3.1 目的 Purpose

完成機型訓練並取得機種檢定資格，擔任飛航任務。
 This training enables to qualify aircraft type rating for the assigned position.

3.2 訓練對象 Candidate

- A. 新進駕駛員。
Newly Hired pilot.
- B. 已擁有其他機型檢定證書之飛航人員。
Other type-rated pilot.

3.3 訓練內容 Course Content

詳細課目內容請參閱各機型之訓練手冊。
 More information refers to each type aircraft training manual.

項次	課目名稱	機 型			
		B738	FK-100	FK-50	DO-228
1	Ground Training	56 Hrs	88 Hrs	72 Hrs	72 Hrs
2	Fix Base Simulator	24 Hrs	---	---	---
3	Simulator Training	32 Hrs	40 Hrs	40 Hrs	---
4	Simulator Check	1 Session	1 Session	1 Session	---
5	Route Briefing	22 Hrs	16 Hrs	16 Hrs	---
6	Aircraft Training	2 Sessions	2 Sessions	2 Sessions	6 Sessions
7	Aircraft Check	1 Session	1 Session	1 Session	1 Session
	Route Training	25-75 Sectors	25-150 Sectors	*150-200 Sectors	25-150 Sectors
9	Route Check	2 Sectors	2 Sectors	2 Sectors	2 Sectors

Remark : FK-50 transition training sectors may be reduced to a minimum of 100 should the pilot have possessed the same aircraft category type-rating.

2: Simulator Training/Check:
Session 1/4.0 Hours:

In this session the candidate will be made familiar with the full flight simulator program. Procedures for the use of checklists, flow patterns and crew coordination will be introduced. This session will allow the candidate to develop a feel for the aircraft's handling characteristics and become familiar with normal system operations. This will be the candidate's initial opportunity to experience the complete sequence of flight phases.

Pre-session briefing and flight planning:

Simulator safety

Navigation and communication

Dispatch data and computation

Preflight and engine start:

Cockpit safety inspection and preparation

Cockpit flow patterns

Normal FMS programming

Normal checklist handling

Normal engine start

Taxi-out and take-off:

Ground operations

Nosewheel steering and brake technique

Normal checklist and crew coordination

Normal flap 8 TOGA thrust take-off

Climb:

SID

Normal climb speed schedule

Different AFCAS modes

Step climbs

Aircraft handling characteristics

Cruise:

Aircraft handling characteristics

Different EFIS and AFCAS modes

AFCAS speed protection features

Use of speedbrake and configuration changes

LVLCH and VS step climbs and descents

ALPHA mode

Low speed handling characteristics

Approach to stall

FMS diversion

Descent and approach:

Normal descent

Holding using different AFCAS modes

Approach preparation

Manual flown ILS with flight director

Landing:

Normal transition to visual final

Normal final using VASI lights

Normal landing with flaps 42

Use of reverse and brakes

Taxi-in and parking:

Normal taxi-in procedure

Normal parking and shutdown procedure

 生效日期 : MAR 15/01

Effective Date

修訂次數 : 1

Revision No.

章次 : 01

Chapter

頁次 : 01-10

Page

Session 2/4.0 Hours:

This session allows the candidate to improve aircraft control and to become familiar with the aircraft's high altitude/high airspeed handling characteristics. Steep turns and the use of the flight path vector are practiced. An engine flame-out will be the first abnormal/emergency procedure followed by a successful re-light attempt. ILS approaches followed by missed approach procedures are also practiced.

Pre-session briefing and flight planning:

Navigation and communication
 Dispatch data and computation
 MEL/CDL procedure

Preflight and engine start:

Cockpit safety inspection and preparation
 Normal checklist handling
 Engine start abnormalities (hot start)
 MEL condition

Taxi-out and take-off:

Ground operations
 Normal checklist and crew coordination
 Normal flap 8 FLEX thrust take-off

Climb:

SID
 ✓ Turbulence
 ADC fault
 Normal climb speed schedule
 x IAS/MACH change over
 Aircraft handling characteristics

Cruise:

High speed handling characteristics
 ✓ Yaw damper operation and Dutch roll
 Approach to stall review
 Use of FPV and steep turns
 Engine flame out
 Single engine procedure and handling
 Engine re-light procedure
 FMS diversion

Descent and approach:

Normal descent
 Holding using different AFCAS modes
 Approach preparation
 Manual flown ILS with flight director
 ILS on autopilot
 Standard call outs
 Missed approach procedure

Landing:

✓ Autoland with flaps 42
 Normal landing with use of reverse and brakes

Taxi-in and parking:

Normal taxi-in procedure
 Normal parking and shutdown procedure

 生效日期 : MAR 15/01

Effective Date

修訂次數 : 1

Revision No.

章次 : 01

Chapter

頁次 : 01-1

Page

Session 3/4.0 Hours:

In this session the candidate will practice visual traffic patterns, normal landings, non-precision approaches and go-arounds. All maneuvers will be performed during two engine as well as single engine operations. After completion of this session the candidate should be fully familiar with the handling characteristics of the aircraft and have a full understanding of the crew coordination procedures during normal and abnormal situations.

Pre-session briefing and flight planning:

Navigation and communication
 Dispatch data and computation
 MEL/CDL procedure

Preflight and engine start:

Cockpit preparation and normal checklist
 APU fire on ground
 Engine start on battery and external air
 Crossbleed start

Taxi-out and take-off:

Ground operations
 Normal checklist and crew coordination
 Crosswind flap 8 FLEX thrust take-off

Climb:

SID

Cruise:

Normal procedures
 Engine fire

Descent and approach:

Single engine descent
 Two engine ILS approach
 Single engine ILS approach
 Two engine non-precision approach
 Single engine non-precision approach
 Two engine missed approach procedure
 Single engine missed approach procedure
 Circling procedure
 Multiple visual circuits
 Anti-skid fault
 Jammed stabilizer

Landing:

Normal landing using VASI lights
 Single engine landing flaps 25
 Crosswind landing flaps 42

Taxi-in and parking:

Normal taxi-in procedure
 Normal parking and shutdown procedure

生效日期 : MAR 15/01
 Effective Date

修訂次數 : 1
 Revision No.

章次 : 01
 Chapter

頁次 : 01-12
 Page

Session 4/4.0 Hours:

This session is the first LOFT (line oriented flight training) type session of the program. The candidate will complete a standard flight from the home base and a return flight to the home base. During this session all events will happen in "real time". Flight preparation, company procedures, ATC communication will be simulated as realistic as possible.

Pre-session briefing and flight planning:

Navigation and communication

Dispatch data and computation

Preflight and engine start:

Cockpit preparation and normal checklist

Engine start abnormal (no light-up)

Taxi-out and take-off:

Normal checklist and crew coordination

AT channel inoperative: MEL procedure

Crosswind flap 15 TOGA thrust take-off

Climb:

SID

Cabin pressurization control fault

Normal climb schedule

Icing conditions, use of anti icing

EFIS ND fault

Cruise:

Normal procedures

Turbulence

MFDU fault

Hydraulic system 2 overheat

Descent and approach:

Icing conditions, use of anti icing

Wing anti-ice fault

Manual flown ILS with flight director

Missed approach procedure

Manual flown ILS raw data

Landing:

Normal landing using VASI lights

Landing on slippery runway

Crosswind landing flaps42

Taxi-in and parking:

Normal taxi-in procedure

Normal parking and shutdown procedure

 生效日期 : MAR 15/01
 Effective Date

 修訂次數 : 1
 Revision No.

 章次 : 01
 Chapter

 頁次 : 01-1:
 Page

Session 5/4.0 Hours:

In this session the candidate will plan for a regular flight. After departure an abnormality will occur which will result in a diversion back to the departure airport. After completion of the diversion, precision and non-precision approaches will be practiced. Rejected take-offs (RTO), engine failure/fire after V1 and electrical failures will be introduced during this session.

Pre-session briefing and flight planning:

Navigation and communication

Dispatch data and computation

Preflight and engine start:

Cockpit preparation and normal checklist

Engine start abnormal (N2 stagnation)

Taxi-out and take-off:

Normal checklist and crew coordination

Crosswind flap 0 FLEX thrust take-off

Engine failure/fire before V1

Rejected take-off

On ground emergency evacuation procedure

Engine failure/fire after V1

Climb:

SID

Normal climb schedule

Battery overheat

AC bus 1 fault

Cruise:

FMS programming for diversion

Descent and approach:

Single engine ILS approach

Two engine non-precision approach

Single engine non-precision approach

Single engine missed approach procedure

Circling procedure

Visual circuit

Landing:

Normal landing using VASI lights

Single engine landing

Crosswind landing flaps 25

Taxi-in and parking:

Normal taxi-in procedure

APU fire

On ground emergency evacuation procedure

 生效日期 : MAR 15/01
 Effective Date

 修訂次數 : 1
 Revision No.

 章次 : 01
 Chapter

 頁次 : 01-14
 Page

Session 6/4.0 Hours:

This session is again a combination of a LOFT type flight and local training. After departure an abnormality will occur which will result in a diversion. After completion of the diversion, multiple approaches with multiple failures will be practiced. Windshear recovery training will be introduced for both take-off and approach phases. The amount of new abnormalities to be introduced and the total pilot workload are high throughout this whole session. In order to satisfactorily complete this session the candidate must apply a high standard of crew coordination and system knowledge.

Pre-session briefing and flight planning:

Navigation and communication
 Dispatch data and computation
 MEL/CDL procedure

Cruise:

FMS programming for diversion
 Jammed stabilizer
 Air-conditioning smoke
 Smoke removal

Preflight and engine start:

Cockpit preparation and normal checklist
 Engine start abnormal (engine start fault)
 IDG fault

Descent and approach:

Total hydraulic failure
 Electrical smoke
 Approach on essential power only
 Flap asymmetry
 Two engine precision approach
 Two engine non-precision approach
 Visual circuit

Taxi-out and take-off:

Normal checklist and crew coordination
 Normal flap 8 FLEX thrust take-off
 Landing gear retraction fault
 Windshear

Landing:

Landing with total hydraulic failure
 Landing with flaps 0
 Windshear on short final

Climb:

SID
 Normal climb schedule
 Hydraulic system 1 failure
 IRU failure

Taxi-in and parking:

Cabin equipment fire
 On ground emergency evacuation procedure

生效日期 : MAR 15/01

Effective Date

章次 : 01

Chapter

修訂次數 : 1

Revision No.

頁次 : 01-15

Page



Session 7/4.0 Hours:

During this session the candidate will complete a short LOFT scenario followed by local training at the destination airport. Except for the introduction of the explosive decompression/emergency descent procedure, no major new abnormal situations are introduced. The objective of this session is to allow the student to review many of the procedures from the previous sessions.

Pre-session briefing and flight planning:

Navigation and communication
Dispatch data and computation
MEL/CDL procedure

Cruise:

Explosive decompression
Emergency descent

Preflight and engine start:

Cockpit preparation and normal checklist
Normal engine start

Descent and approach:

Flap disagreement
Landing gear unsafe
Alternate gear and flap extension
Review different types of approaches
Review single engine approaches
Review missed approach procedures
Review raw data ILS approach
Review circling procedure

Taxi-out and take-off:

Normal checklist and crew coordination
Normal flap 8 FLEX thrust take-off
Review failure/fire after V1

Climb:

SID
Normal climb schedule
Bleed fault

Landing:

Rejected landing
Review crosswind landing
Review different landing flap settings
On ground emergency evacuation procedure

Taxi-in and parking:

Normal taxi-in procedure
Normal parking and shutdown procedure

生效日期 : MAR 15/01
Effective Date

修訂次數 : 1
Revision No.

章次 : 01
Chapter

頁次 : 01-16
Page

Session 8/4.0 Hours:

During this session the candidate will plan a flight from the home base. After departure an abnormality will occur which will force a diversion. The remainder of the session will be a local training flight at the diversion airport. The remaining emergency procedures will be introduced and several procedures will be repeated.

Pre-session briefing and flight planning:

Navigation and communication
 Dispatch data and computation
 MEL/CDL procedure

Cruise:

Engine flame out
 Drift down procedure
 Both engine flame out
 Engine re-light procedure

Preflight and engine start:

Cockpit preparation and normal checklist
 Normal engine start

Descent and approach:

Loss of AC supply
 ILS approach on battery power only
 Review different types of approaches
 Review single engine approaches
 Review missed approach procedures
 Review visual circuits

Taxi-out and take-off:

Normal checklist and crew coordination
 Normal flap 8 FLEX thrust take-off
 Engine overheat
 Reverser unlocked
 Pilot incapacitation

Landing:

Review autoland
 Review crosswind landing
 Review different landing flap settings
 On ground emergency evacuation procedure

Climb:

SID
 Normal climb schedule
 Pack fault
 Galley smoke
 Smoke removal

Taxi-in and parking:

Normal taxi-in procedure
 Normal parking and shutdown procedure

生效日期 : MAR 15/01
 Effective Date

章次 : 01
 Chapter

修訂次數 : 1
 Revision No.

頁次 : 01-17
 Page

Session 9/4.0 Hours:

This session is the second full LOFT session of the program. The students will complete a standard flight from the home base and a return flight to the home base. During this session all events will happen in "real time". Flight preparation, company procedures, ATC communications will be simulated as realistic as possible. Only a few new abnormal procedures will be introduced during this session.

Pre-session briefing and flight planning:

Navigation and communication
Dispatch data and computation
MEL/CDL procedure for pack fault

Cruise:

ESS DC bus fault
TCAS TA and RA
Unusual attitude recovery training

Preflight and engine start:

Cockpit preparation and normal checklist
Pack fault
Normal engine start

Descent and approach:

Miscellaneous electrical failures
GPWS Mode 2 exitation and recovery
Manual flown ILS with flight director
Review missed approach procedures
Raw data non-precision approach
Review circling procedure

Taxi-out and take-off:

Normal checklist and crew coordination
Normal flap 8 FLEX thrust take-off
Review rejected take-off
Review ground emergency evacuation procedure
Review crosswind take-off (max component)

Landing:

Review crosswind landing (max component)

Climb:

SID
Normal climb schedule
Flight warning computer fault
AT double channel fault
Manual thrust operation

Taxi-in and parking:

Normal taxi-in procedure
Normal parking and shutdown procedure

生效日期 : MAR 15/01
Effective Date

修訂次數 : 1
Revision No.

章次 : 01
Chapter

頁次 : 01-18
Page



Session 10/4.0 Hours:

This session serves as a final rehearsal before the type rating examination. It includes all maneuvers that are required for this examination. Additionally, at the instructor's discretion, any maneuvers that require extra training can be introduced during this session. At the completion of this session, a final determination will be made whether the candidate will be recommended for the type rating examination or for additional training.

Pre-session briefing and flight planning:

Review for flight preparation

Cruise:

Introduction of system failures for review

Preflight and engine start:

Review for cockpit preparation

Review engine start abnormalities

Review MEL procedures

Descent and approach:

Introduction of system failures for review

Review different types of approaches

Review single engine approaches

Review missed approach procedures

Taxi-out and take-off:

Review checklist and crew coordination

Review take-offs with different flap settings

Review rejected take-off

Review ground emergency evacuation procedure

Review failures/fires after V1

Review raw data ILS approach

Review circling procedure

Landing:

Review landing under different conditions

Climb:

SID

Review climb schedules

Introduction of system failures for review

Taxi-in and parking:

Normal taxi-in procedure

Normal parking and shutdown procedure

生效日期 : MAR 15/01

Effective Date

修訂次數 : 1

Revision No.

章次 : 01

Chapter

頁次 : 01-19

Page

Session 11/4.0 Hours (Simulator Check):

This session serves as the simulator type rating examination. The following elements will be included in the examination.

Pre-session briefing and flight planning:

Flight preparation and computation
MEL/CDL procedure and consequences

Preflight and engine start:

Cockpit preparation
Engine start abnormalities

Taxi-out and take-off:

Checklists and crew coordination
System abnormal during taxi
Crosswind take-off
Rejected take-off
Ground emergency evacuation procedure
Engine malfunction after V1

Climb:

SID
Introduction of system failures

Cruise:

Stalls and steep turns
Introduction of system failures
Emergency descent (Captains only)
Diversion or return for landing

Descent and approach:

Area arrival and approach briefing
Holding procedures
Introduction of system failures
Single engine (non) precision approach
Single engine missed approach
Circling procedure

Landing:

Single engine crosswind landing

Taxi-in and parking:

Normal taxi-in procedure
Normal parking and shutdown procedure

After successful completion of the type rating examination the candidate will continue with the aircraft and route briefing.



模擬機訓練 SIMULATOR TRAINING
(FCT FORM 04)

姓名 (Name): 正機師/副機師 (Cap/FO) 左志輝 (中文/English)

機型 (Aircraft Type): B738 訓練種類 (Training Type): 轉訓 (Transition)
 FK-100 複訓 (Recurrent)
 FK-50 升訓 (UpGrade)
 DO-228 復飛 (Re-Qualification)
 飛航教師 (IP/CA/DE)
 外籍機師 (Expatriate Pilot)
 其他 (Others) _____

課 (Session): 1 日期 (Date): 06 JUN 2003

時數 (Hours): 04:00

備註 (Remarks):

- 04:00 HOURS COMPLETED AS PILOT FLYING
 - SEE SIMULATOR RECORD SHEET FOR DETAILS
 - GOOD PROGRESS

飛航教師/學生簽名 (Signature Instructor/Students): 柯樂臺, 左志輝

課 (Session): 2 日期 (Date): 07 JUN 2003

時數 (Hours): 04:00

備註 (Remarks):

- 04:00 HOURS COMPLETED AS PILOT FLYING
 - SEE SIMULATOR RECORD SHEET FOR DETAILS
 - GOOD PROGRESS

飛航教師/學生簽名 (Signature Instructor/Students): 柯樂臺, 左志輝

課 (Session): 3 日期 (Date): 08 JUN 2003

時數 (Hours): 04:00

備註 (Remarks):

- 04:00 HOURS COMPLETED AS PILOT FLYING
 - SEE SIMULATOR RECORD SHEET FOR DETAILS
 - GOOD PROGRESS

飛航教師/學生簽名 (Signature Instructor/Students): 柯樂臺, 左志輝



模擬機訓練 SIMULATOR TRAINING
(FCT FORM 04)

姓名 (Name): 正機師/副機師 (Cap/FO) 左志輝 (中文/English)

機型 (Aircraft Type): B738

訓練種類 (Training Type): 轉訓 (Transition)

FK-100

複訓 (Recurrent)

FK-50

升訓 (UpGrade)

DO-228

復飛 (Re-Qualification)

飛航教師 (IP/CA/DE)

外籍機師 (Expatriate Pilot)

其他 (Others)

課 (Session): 4

日期 (Date): 10 JUN 2003

時數 (Hours): 04:00

備註 (Remarks):

- 04:00 HOURS COMPLETED AS PILOT FLYING

- SEE SIMULATOR RECORD SHEET FOR DETAILS

- GOOD PROGRESS

飛航教師/學生簽名 (Signature Instructor/Students): 柯樂臺, 左志輝

課 (Session): 5

日期 (Date): 11 JUN 2003

時數 (Hours): 04:00

備註 (Remarks):

- 04:00 HOURS COMPLETED AS PILOT FLYING

- SEE SIMULATOR RECORD SHEET FOR DETAILS

- GOOD PROGRESS

飛航教師/學生簽名 (Signature Instructor/Students): 柯樂臺, 左志輝

課 (Session): 6

日期 (Date): 12 JUN 2003

時數 (Hours): 04:00

備註 (Remarks):

- 04:00 HOURS COMPLETED AS PILOT FLYING

- SEE SIMULATOR RECORD SHEET FOR DETAILS

- GOOD PROGRESS, TRAINING COMPLETED, READY FOR CHECK

飛航教師/學生簽名 (Signature Instructor/Students): 柯樂臺, 左志輝



FK-100 模擬機訓練紀錄 FK-100 SIMULATOR RECORD
(FCT FORM 11)

姓名 (Name): 正機師/副機師 (Capt./FO) 左志輝 (中文/English)

訓練種類 (Training Type): 轉訓 (Transition) 複訓 (Recurrent)
 升訓 (UpGrade) 復飛 (Re-Qualification)
 飛航教師 (IP/CA/DE) 外籍機師 (Expatriate Pilot)
 其他 (Others) _____

Instructor's Grading Criteria:

- GRADE 5 (Excellent, 90%-100%);
- 4 (Above Average, 80%-89%);
- 3 (Average, 70%-79%);
- 2 (Below Average, 50%-69%);
- 1 (Poor, Below 50%); (Not Applicable)-Leave Blank.

A comment is required if any trainee items performance is graded 5 or below 2 on the training sheet.

SESSION NUMBER:	01	02	03	04	05	06	07	08	09	10	11	12
DATE: 200 <u>3</u> mm/dd	⁰⁶ / _{b6}	⁰⁶ / _{b7}	⁰⁶ / _{b8}	⁰⁶ / ₁₀	⁰⁶ / ₁₁	⁰⁶ / ₁₂	/	/	/	/	/	/
FLIGHT PREPARATION:												
- COCKPIT SET-UP	3	3	4	4	4	4						
- COCKPIT SCAN FLOWS	3	3	4	4	4	4						
- NORMAL CHECKLIST USE	3	3	3	4	4	4						
- TAKE-OFF BRIEFING	3	3	3	4	4	4						
- USE OF MEL	3	3	3	4	4	4						
- USE OF T/L TABLES	3	3	3	4	4	4						
ENGINE START:												
- NORMAL	3	3	3	3	3	3						
- BATTERY START (BRIEFING ONLY)												
- EXTERNAL AIR AND CROSS BLEED START (BRIEFING ONLY)												
- START FAULT				3								
- HOT START		3			3							
- NO LIGHT UP			3									
- N2 STAGNATION			3			3						
- JET PIPE FIRE (BRIEFING ONLY)												
GROUND MANEUVERING:												
- USE OF NOSE WHEEL STEERING	3	3	3	3	3	3						
- BRAKE TECHNIQUE	3	3	3	3	3	3						

SESSION NUMBER:	01	02	03	04	05	06	07	08	09	10	11	12
- CROSS WIND			4	4	4	4						
- FLAPLESS				3								
- SINGLE ENGINE (FLAPS 25)		4	4	3	4	4						
- HYDRAULIC SYSTEM INOP				3								
SYSTEM FAILURES:												
- ENGINE FAILURE / SINGLE ENGINE PROCEDURE	4	4	4	4	4	4						
- DRIFTDOWN PROCEDURE (BRIEFING ONLY)												
- RELIGHT PROCEDURE	4	4										
- ENGINE OVERHEAT					4							
- DOUBLE ENGINES FLAME OUT					3							
- ENGINE FIRE / SEVERE DAMAGE		3	4			4						
- REVERSER UNLOCKED					3							
- SMOKE: * ELECTRICAL				3								
* SMOKE REMOVAL				3								
* AIRCONDITIONING (BRIEFING ONLY)												
- HYDRAULIC: * TOTAL HYDRAULIC FAILURE				3								
- ELECTRICAL: * LOSS OF AC SUPPLY					3							
* BATTERY OVERHEAT (BRIEFING ONLY)												
* GENERATOR FAULT					3							
* TRU FAULT					3	3						
* VARIOUS BUS FAULTS					3							
- NAVIGATION: * EFIS FAULTS (SOURCE SEL PB's)					3							
* WARNING COMPUTER FAIL (BRIEFING ONLY)												
* EFIS DU AND MFDU FAULTS (BRIEFING ONLY)												
* GPWS MODE 2 EXCITATION (BRIEFING ONLY)												
- FLT CNTRLS: * JAMMED STABILIZER			4									
* FLAP ASYMMETRY				3								
* FLAP DISAGREEMENT (BRIEFING ONLY)												
- LNDG GEAR: * GEAR RETRACTION FAULT				4								
* LANDING GEAR UNSAFE				4								
* ANTI-SKID FAULT (BRIEFING ONLY)												
- AIR: * PACK & BLEED FAULT (BRIEFING ONLY)												
* MANUAL PRESSURIZATION PROC (BRIEFING ONLY)												
- PILOT INCAPACITATION (BRIEFING ONLY)												
- LOW LEVEL WINDSHEAR RECOVERY				4								
- ON GROUND EMERGENCY EVACUATION			4	4	4	4						
- SLIPPERY RUNWAY OPERATION			4									
GENERAL:												

SESSION NUMBER:	01	02	03	04	05	06	07	08	09	10	11	12
- UNDERSTANDING AND USE OF FMS	4	4	4	4	4	4						
- UNDERSTANDING AND USE OF AFCAS	4	4	4	4	4	4						
- APPLICATION OF CRM	4	4	4	4	4	4						
- SITUATIONAL AWARENESS	4	4	4	4	4	4						
- IFR SKILLS AND REGULATION COMPLIANCE	4	4	4	4	4	4						
- CAPT. RIGHT SEAT TRAINING (IF APPLICABLE) (NA)												
ADDITIONAL SUBJECTS (IF ANY):												

Average Score	3.4	3.4	3.5	3.6	3.6	3.6						
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技能檢定 PROFICIENCY CHECK
(FCT FORM 05)

姓名 (Name): 正機師/副機師 (Cap/FO) 左志輝 (中文/English)
 機型 (Aircraft Type): B733 (FK-10) FK-50 DO-228 (請圈選/circle one)
 日期 (Date): 13 JUN 2003 地點 (Location): TUCHON, KOREA
 實機 (Aircraft): 模擬機 (Simulator) (請圈選/circle one)

評語 (Assessment)	評語 (Assessment)
PRE-FLIGHT CHECK/COCKPIT PREP <u>S / S</u>	IFR AREA ARRIVAL/APPR PREP <u>S / S</u>
USE OF CHECKLISTS <u>S</u>	HOLDING <u>S</u>
CREW BRIEFINGS <u>S</u>	PREC APPR(ALL ENG/ENG OUT) <u>S / S</u>
ENGINE STARTS:NORM./ABNORM <u>S / S</u>	NON PREC APPR(ALL ENG/ENG OUT) <u>S / S</u>
AIRCRAFT GROUND OPERATION <u>S</u>	CIRCLING PROC(ALL ENG/ENG OUT) <u>S / S</u>
TAKEOFF : NORMAL/IFR <u>S / S</u>	MISSED APPR(ALL ENG/ENG OUT) <u>S / S</u>
CROSSWIND <u>S</u>	LANDING : NORMAL/REJECTED <u>S / S</u>
REJECTED <u>S</u>	CROSSWIND(NORMAL/MAX) <u>S / S</u>
ENGINE FAILURE/FIRE AFT VI <u>S / S</u>	ENGINE OUT <u>S</u>
AREA DEPARTURE <u>S</u>	ON GROUND EMER EVACUATION <u>S</u>
STALL/STEEP TURNS/UPSET REC <u>S / S / S</u>	CFIT PREVENTION/ALAR PRINCIPLES <u>S / S</u>
NORMAL AND ABNORMAL PROC <u>S</u>	ATC PROCEDURES <u>S</u>
ENGINE FAILURE PROCEDURES <u>S</u>	ETOPS /RVSM REQUIREMENTS <u>N / N</u>
EMERGENCY DESCENT <u>S</u>	JUDGEMENT AND DECISION <u>S</u>
EMERGENCY PROCEDURES <u>S</u>	CREW COORDINATION/CRM <u>S / S</u>
CREW INCAPACITATION/LOFT <u>S / S</u>	INSTRUMENT FLIGHT ABILITY <u>S</u>
TCAS <u>S</u>	LOWER LEVEL WIND SHEAR <u>S</u>

註記(Note): S = 滿意 (Satisfactory)
 U = 不滿意 (Un-Satisfactory)
 N = 未實施 (Not Applicable)

備註 (Comments (If Any):
FK-100 TYPE RATING CHECK SATISFACTORY

檢定結果 (Result of Proficiency Check): 通過 (Passed) / 失敗 (Failed) (請圈選/circle one)

檢定駕駛員簽名 (Name / Signature Check Airman): 左志輝

委託證書號碼 (Designation Number): B 81162

民用航空局

CAA

駕駛員術科檢定報告表
PILOT RATING REPORT FORM

姓名: <u>右志輝</u>	檢定證號碼: <u>101266</u>	飛行總時間:	本機型飛行時間:
Name: <u>右志輝</u>	Ratings no: <u>101266</u>	Total flight time:	Type rating flight time:
「N」未實施 Not applicable 「S」滿意 Satisfactory 「U」不滿意 Unsatisfactory		實機 Aircraft	模擬機 Simulator
飛行前準備 (Preflight)			
1. 裝備測驗口試或筆試 (Equipment examination oral or written)			S
2. *飛行前檢查 (Preflight check)			S
3. 正常及不正常發動機開車程序 (Normal and abnormal engine start)			S
4. 滑行 (Taxi)			S
5. *動力檢查 (Power plant check)			S
起飛 Take-off			
6. 正常起飛 (Normal Take-off)			S
7. 儀器起飛 (Instrument Take-off)			S
8. 側風起飛 (Cross wind take off)			S
9. 放棄起飛 (Reject Take-off)			S
儀器程序 Instrument procedures			
10. *儀器離場及儀器進場 (Instrument departure and arrival)			S
11. 精確進場及落地 (ILS / *MLS approach and landing)			S
12. 非精確進場及落地 (non-precision approach and landing)			S
13. *空中待命 (Holding)			S
14. 環繞進場及落地 (Circling approach and landing)			S
15. 迷失進場 (Missed approach)			S
空中動作 (In-flight maneuver)			
16. *小轉彎 (Steep turns)			S
17. *接近失速及改正 (Approaches to stall and recovery)			S
18. *緊急下降 (Emergency descent)			S
19. 發動機故障操作 (Engine failure procedures)			S
20. 特定飛航動作/*不正常動作改正 (Specific flight characteristics/* Up-set recovery)			S
落地 (Landings)			
21. 目視落地 (Normal landing)			S
22. 側風落地 (Cross wind landing)			S
23. 放棄落地 (Reject landing)			S
24. 模擬發動機失效落地 (With simulated power-plant (s) failure)			S
綜合判斷 (General)			
25. 儀器飛航能力 (Instrument flight abilities)			S
26. 航管程序 (ATC procedures)			S
27. 緊急程序 (Emergency procedures)			S
28. 正常與不正常程序 (Normal and Abnormal procedures)			S
29. 判斷與決心 (Judgment and decision)			S
30. 座艙資源管理 (Cockpit resources management)			S
31. 備註 (Remark)			

民用航空局
C A A
駕駛員術科檢定報告表
PILOT RATING REPORT FORM

有*符號者依檢定考試規定可部分或全部免試 (item may be waived with *)

所有檢定考試項目必須由檢定人員簽署以

「N」未實施 Not applicable

「S」滿意 Satisfactory

「U」不滿意 Unsatisfactory

年度適職性考驗含儀飛程序 (Proficiency check included Instrument procedures)

考試不及格者須填報不及格報告表

考驗種類 Type of check	<input checked="" type="checkbox"/> 給證考試 Type rating check	<input checked="" type="checkbox"/> 儀飛考試 Instrument rating check	<input type="checkbox"/> 年度適職性考驗 Proficiency check
	<input checked="" type="checkbox"/> 民航運輸業駕駛員執照 ATP License	<input type="checkbox"/> 商用駕駛員執照 CPL License	<input type="checkbox"/> 自用駕駛員執照 PPL License

考驗結果 Check result	<input checked="" type="checkbox"/> 及格 Pass	<input type="checkbox"/> 不及格 Fail
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合格檢定項目 (機型及職位)

Eligible rating A16-100 C/P/T

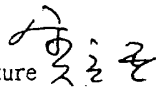
檢定日期

Date of check 13 Jun 2003

委託證書號碼

Designation No B91162

檢定人員簽署

D/E or C/A Signature 

民航局檢查員措施 (CAA Inspector's Action)

准 Approved

不准 Disapproved

日期
Date

9.6.16

民航局檢查員簽署
CAA Inspector Signature

II. 航空人員類別 固定翼航空器民航運輸駕駛員
Title of Licence ATPL - AEROPLANE

III. 檢定證號碼 101266
Number

IV. 姓名 左志輝
Name of Holder TSO, CHIH- HUI

IVa. 出生日期 01/10/1955
Date of Birth

出生地點 江西
Place of Birth KIANGSI

VI. 國籍 中華民國
Nationality of Holder REPUBLIC OF CHINA

V. 住址 台北縣中和市民生里11
Address of Holder 鄰民生街85巷2弄5號2樓

X. 張國政

VIII. 民用航空局局長
Director General, Civil
Aeronautics Administration



XII. 檢定項目 Ratings	IX. 有效期限 Validity
B737-800 F/O	2002 ~ 2003 08/28 08/27
FOKKER-100	2003 ~ 2004 06/13 06/12
XIII. 限制 Limitation	

VII. 持用人
Signature of Holder

06/16/2003

X. 發給日期
Date of Issuance

