

行政院及所屬各機關出國報告

(出國類別：實習)

FK-50 模擬機年度複訓

服務機關：民航局
出國人員 職 稱：航務檢查員
姓 名：劉家泉
出國地區：吉隆坡（馬來西亞）
出國期間：92.4.25-92.4.28
報告日期：92.7.12

H2 / CO9202267

公務出國報告審核表

出國報告名稱：FK-50 模擬機複訓報告書	
出國計畫主辦機關名稱：交通部民用航空局	
出國人姓名/職稱/服務單位：劉家泉/約聘人員/飛航標準組	
出國計畫主辦機關審核意見	<input checked="" type="checkbox"/> 1. 依限繳交出國報告 <input checked="" type="checkbox"/> 2. 格式完整 <input checked="" type="checkbox"/> 3. 內容充實完備 <input type="checkbox"/> 4. 建議具參考價值 <input checked="" type="checkbox"/> 5. 送本機關參考或研辦 <input checked="" type="checkbox"/> 6. 送上級機關參考 <input type="checkbox"/> 7. 退回補正，原因： <input type="checkbox"/> 不符原核定出國計畫 <input type="checkbox"/> 以外文撰寫或僅以所蒐集外文資料為內容 <input type="checkbox"/> 內容空洞簡略 <input type="checkbox"/> 未依行政院所屬各機關出國報告規格辦理 <input type="checkbox"/> 未於資訊網登錄提要資料及傳送出國報告電子檔 <input type="checkbox"/> 8. 其他處理意見：
層轉機關審核意見	<input type="checkbox"/> 同意主辦機關審核意見 <input type="checkbox"/> 全部 <input type="checkbox"/> 部分_____（填寫審核意見編號） <input type="checkbox"/> 退回補正，原因：_____（填寫審核意見編號） <input type="checkbox"/> 其他處理意見：

說明：

- 一、出國計畫主辦機關即層轉機關時，不需填寫「層轉機關審核意見」。
- 二、各機關可依需要自行增列審核項目內容，出國報告審核完畢本表請自行保存。
- 三、審核作業應於出國報告提出後二個月內完成。

系統識別號:C09202267

公務出國報告提要

頁數: 36 含附件: 是

報告名稱:

FK-50模擬機年度複訓

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:

劉家泉 交通部民用航空局 飛航標準組 約聘人員

出國類別: 實習

出國地區: 馬來西亞

出國期間: 民國 92 年 04 月 25 日 -民國 92 年 04 月 28 日

報告日期: 民國 92 年 07 月 12 日

分類號/目: H2/航空 /

關鍵詞: FK-50模擬機年度複訓

內容摘要: 任何專業技術之傳授，皆需經過持續不斷特殊的訓練及考驗，方能發揮並保持其專業之功效及水準。本局自實施美國FAA檢查制度以來，凡持有機種檢定證之檢查員，於屆期日期前必應要執行該機種之複訓，因應本國民航制度的正確發展，已將該制度納入民航法規，並公佈於本局網站，另將教師駕駛員(Instructor Pilot)、檢定駕駛員(Check Pilot)及委任考試官(Designate Examiner)等之考驗辦法皆列入模擬機複訓項目。尤其對所有各項緊急操作程序的認識與了解及處置，作為檢定、考驗過程中所要求之重點。藉此除了會增加飛行人員之信心外，亦可提升其本職學能，故應多加運用模擬機之練習次數，以訓練達到強化其反應及正確操作之效果。此一制度必應維持之，以利檢查工作的推行。

本文電子檔已上傳至出國報告資訊網

FK-50 模擬機複訓報告書目次

壹、目的.....	1
貳、過程.....	1-2
參、心得.....	3
肆、建議.....	4
伍、附件.....	5-36

FK-50 模擬機複訓報告書

壹、目的：

依民航法-航空人員檢定給證管理規則：第七條第二項第一款之規定，駕駛員檢定證有效期為一年，本人因持有 FK-50 機種檢定證，將於 92 年 5 月 11 日到期，依規定應於屆期前完成複訓及檢定，以保持檢定證有效，以符合執行檢查工作之要求。

民航局航務檢查員對國籍航空公司之航務運作，在確保及增進飛行安全方面，必須依賴檢查人員之高標準專業能力，始能達到有效協助及監督航空公司運作目的。

貳、過程：

本次年度模擬機複訓，係委請華信航空公司代為訓練，並租用吉隆坡馬來西亞航空公司訓練中心之 FK-50 模擬機，於 92 年 4 月 25 日至 92 年 4 月 28 日實施完成，於該中心訓練模擬機 F27MK50 001 (PHPBD) 發動機為 PW125B 型，編號 GE HK01 由荷蘭民航局認可合格，為 D (全功能) 等級，裝備較新，符合國際水準。

年度複訓之地面學科、模擬機複訓及考驗，分別皆由華

信航空公司之教師駕駛員及委任檢定駕駛員執行，按該公司之訓練手冊實施，科目包括：裝備口試、機內檢查、開車、滑行、正常起飛、爬升、小轉彎、失速、緊急下降、液壓失效、單發動機降落、放棄起飛、V1 後發動機火警、艙壓系故障、儀器降落、風切、最大側風降落、F/GS 之運用、Raw Data 操作、待命航線、電、氣失效、CFIT/ALAR 練習，空中發動機熄火之應變；另針對近期松山（28Rwy）、高雄（27Rwy）機場新頒之 LDA 進場程序，加強練習，置重點在（CRM）組員間之協調與合作、一般操作規定及各系統正常與不正常之標準操作程序等，力求達到技術純熟並合乎飛安要求的目的。

本次複訓除地面學科於國內實施(八小時)外、模擬機複訓及考驗等共計 4 小時分（0⁴5/26、0⁴5/27）二日，每日二小時，採先複習後考驗之方式，均在吉隆坡完成，對該機型更進一步深入瞭解，亦複習各系統之操作及其失效後之緊急處置，對爾後擔任檢查員之工作更能有效執行。

參、心得：

基於人們對「行」的安全、快捷、舒適之的需求不斷提高，迫使民航業者陸續研製新型航機或不斷添加、改良各項系統，隨之因而延伸出相關之裝備及其操作程序，其複雜性、營運成本、操作環境及技術上之突破，更加鼓勵業者在對飛航組員訓練、測試考驗過程中廣泛地使用模擬機，這種訓練裝置可比真實飛機提供更深入的訓練，包括技術及知識上的轉移、駕駛艙中各項操作及異常、緊急情況下之處置等，卻不受天候、地障、油量、噪音之限制，最重要的是節省了經費而獲得更安全的飛行訓練。

回顧歷年來全球所發生之飛安事故，經調查、檢討其發生之原因，結果發現人為疏失佔百分之八十五以上，其比率均高於機械、天候等其他因素，唯有要求駕駛員反覆練習再練習，程序熟練再熟練，才能肯定獲得更高的飛行安全。

FK-50 機雖^非為新型機種，其模擬機仍能依機載之通信、航行裝備現況隨即改進維持相當之水準，確實難能可貴，對飛行人員絕對有所幫助。吉隆坡訓練中心 FK-50 模擬機等設備，亦受荷蘭民航局及福克（FOKKER）飛機工廠之檢驗，可稱為達到國際水準，其教師由華信航空合格之教師駕駛員及委任檢定駕駛員擔任，彼此合作良好，輔助教學設施亦完備，該公司與馬來西亞航空公司

FK-50 機隊之駕駛員皆同在此一訓練機構下實施訓練，不論軟、硬體及專業人員均屬高水準，此種訓練方式，希望爾後能繼續保持之。

本次年度複訓將訓練科目均能精益求精複習，對往後執行航空公司航務檢查及要求其飛航組員更加細膩，力求航空公司飛航安全更能獲得最佳的保證。所有科目記錄及相關資料詳如附件。

肆、建議：

目前國籍各航航空公司中除中華、長榮外，其他遠東、復興、立榮、華信等公司由於沒有模擬機等設備，故必須赴國外租用模擬機實施每人每年複訓兩次，不僅增加公司訓練成本，而且受訓人員是舟車勞頓，影響訓練的效果。因此建議，在國內設立民航訓練學校時，應考量成立模擬機訓練中心，除將整合國內現有的各型模擬機外，並增設那些有需要而沒有的模擬機型，不但能增進航空人員之訓練，而且使檢查員執行訓練、查核時更能深入、周全，以提升航空人員素質，確保飛航安全。

CHAPTER 02: FOKKER-50 Recurrent Training Syllabus

Quick Reference

- | | |
|--------------------------------|-------------------------------|
| ■ Ground training | As per FOTM chapter 6 |
| ■ Recurrent simulator training | 2 sessions annually/8.0 hours |
| ■ Proficiency check | 2 checks annually/8.0 hours |

The recurrent simulator training and proficiency checks are based on a crew composition of two pilots. The allotted time will be equally divided between pilot flying and pilot not flying duties.

生效日期	: MAR 01 /03	章次	: 02
Effective Date		Chapter	
修訂次數	: 4	頁次	: 02-1
Revision No.		Page	

FOKKER-50 RECCURENT TRAINING EVENTS BY YEAR AND PERIOD

		CALENDAR YEAR:						
		1 (2002)		2 (2003)		3 (2004)		
		SESSION NUMBER:		03	04	05	06	
2	A	BRIEFING	X	X	X	X	X	X
2	A	FLIGHT PREPARATION	X	X	X	X	X	X
2	A	MEL/CDL PROCEDURE	X	X	X	X	X	X
2	D	ENGINE START: - START FAULT	X					
2	D	- HOT START		X				
2	D	- NO LIGHT UP			X			
2	D	- HUNG START				X		
2	D	- RUNAWAY DURING START					X	
2	D	- JET PIPE FIRE						X
1	A	TAKE-OFF: - NORMAL FLAPS 5	X	X	X	X	X	X
1	D	- NORMAL FLAPS 15			X			
1	B	- CROSS WIND (MAX COMPONENT)	X		X		X	
1	A	- SINGLE ENGINE CONDITION AFTER V1	X	X	X	X	X	X
2	B	- REJECTED TAKE-OFF	X		X		X	
2	A	- ONE OF THE TSA SID OPERATION	X	X	X	X	X	X
1	C	MEDIUM & HIGH ALTITUDE: - STEEP TURNS	X			X		
1	C	- STALLS		X			X	
1	B	-UPSET RECOVERY	X		X			X
2	D	- TURBULENCE		X				
2	B	- ICING CONDITIONS		X		X		X
2	A	- HOLDING	X	X	X	X	X	X
2	C	- EXPLOSSIVE DECOMPRESSION		X			X	
2	D	- EMER DESCENT: HIGH SPEED		X				
2	D	LOW SPEED					X	
1	B	APPROACH: - TWO ENGINE PRECISION	X		X		X	
1	B	- TWO ENGINE NON-PRECISION		X		X		X
1	B	- TWO ENGINE TSA LDA/NDB RWY 28		X		X		X
1	B	- SINGLE ENGINE PRECISION		X		X		X
1	B	- SINGLE ENGINE NON-PRECISION	VOR		NDB		LDA	

 生效日期 : MAR 01 /03
 Effective Date

 修訂次數 : 4
 Revision No.

 章次 : 02
 Chapter

 頁次 : 02-2
 Page



1	C	- ENGINE FAILURE/FIRE ON APPROACH		X				X
1	B	- RAW DATA	X		X		X	
2	C	- CIRCLING: TWO ENGINE		X				X
2	D	SINGLE ENGINE				X		
1	C	- VISUAL CIRCUIT	X			X		
1	B	- TWO ENGINE GO-AROUND	X		X		X	
1	B	- SINGLE ENGINE GO-AROUND		X		X		X
1	A	LANDING: - NORMAL FLAPS 25	X	X	X	X	X	X
1	D	- NORMAL FLAPS 35					X	
1	D	- REJECTED LANDING			X			
1	B	- CROSS WIND (MAX COMPONENT)	X		X		X	
1	D	- FLAPLESS					X	
1	A	- SINGLE ENGINE	X	X	X	X	X	X
2	D	- HYD SYSTEM INOP (ALTN BRAKES)			X			
2	D	- NO GROUND IDLE				X		
		DELETED						
		GENERAL SYSTEM FAILURES AND REVIEW:						
2	B	- ENGINE FAILURE: * FLAME OUT	X		X		X	
2	D	* ITT HIGH				X		
2	D	* OIL PRESSURE LOW	X					
2	D	- DOUBLE ENGINES FLAME OUT					X	
2	B	- AIRSTART	X		X		X	
2	B	- ENGINE FIRE		X		X		X
2	D	- ENGINE CONTROL SYSTEMS: * EEC FAULT	X					
2	D	* PEC FAULT	X					
2	D	* ERP FAULT	X					
2	C	- SMOKE: * ELECTRICAL		X				X
2	C	* AIRCONDITIONING		X				X
2	C	* CARGO COMPARTMENT & CABIN		X				X
2	C	* SMOKE REMOVAL		X				X
2	D	- HYDRAULIC: * PUMP FAULT			X			
2	D	* DOUBLE PUMP FAULT			X			
2	D	* LOW QUANTITY			X			

生效日期 : MAR 01 /03
Effective Date

修訂次數 : 4
Revision No.

章次 : 02
Chapter

頁次 : 02-3
Page



2	D	* ALTERNATE GEAR AND FLAPS			X				
2	D	- ELECTRICAL: * GENERATOR FAULT				X			
2	D	* TRU FAULT				X			
2	D	* LOSS OF AC SUPPLY				X			
2	D	* BUS FAULT				X			
2	D	- NAVIGATION: * AHRS FAULT						X	
2	D	* SYMBOL GENERATOR FAULT						X	
2	D	* EFIS DU FAULT						X	
2	D	- AIR: * PACK & BLEED FAULT							X
2	D	* MANUAL PRESSURIZATION PROC							X
2	D	- INTEGRATED ALERTING SYSTEM FAULT	X						
2	B	- GPWS MODE 2 EXCITATION		X		X			X
1	D	- PILOT INCAPACITATION				X			
1	A	-LOW LEVEL WINDSHEAR RECOVERY	X	X	X	X	X	X	X
2	A	- ON GROUND EMERGENCY EVACUATION	X	X	X	X	X	X	X
2	B	- SLIPPERY RWY	X		X			X	
		GENERAL:							
2	A	-APPLICATION OF AUTO AND MANUAL FLIGHT PROCEDURES (BRIEFING ITEM)	X	X	X	X	X	X	X
2	A	-UNDERSTANDING OF 08 FEB 02 NTSB RUDDER OPERATION SAFETY RECOMMENDATION (BRIEFING ITEM)	X	X	X	X	X	X	X
1	A	- APPLICATION OF CRM	X	X	X	X	X	X	X
1	A	- SITUATIONAL AWARENESS	X	X	X	X	X	X	X
1	A	- IFR SKILLS AND REGULATION COMPLIANCE	X	X	X	X	X	X	X

NOTE:

生效日期 : MAR 01 /03
Effective Date

修訂次數 : 4
Revision No.

章次 : 02
Chapter

頁次 : 02-4
Page



- A = EVERY SESSION
 - B = ONCE A YEAR
 - C = TWO TIMES DURING THREE YEARS
 - D = ONE TIME DURING THREE YEARS
-
- 1 = Must be completed for each individual pilot as PF.
 - 2 = May be completed as a crew. PF and PNF designations are irrelevant.

生效日期 : MAR 01 /03
Effective Date

修訂次數 : 4
Revision No.

章次 : 02
Chapter

頁次 : 02-5
Page

Proficiency Check/4.0 Hours:

Each proficiency check must contain the maneuvers required as per CAA regulations for type rating renewal (see CAA Pilot Rating Report Form/駕駛員檢定報告表). The check airman should introduce the same aircraft system failures as trained during the simulator recurrent training session (see FOKKER-50 RECURRENT TRAINING EVENTS BY YEAR AND PERIOD form).

Pre-session briefing and flight planning:

Flight preparation and computation
 MEL/CDL procedure and consequences

Cruise:

Stalls/steep turns/unusual attitude recovery
 Introduction of system failures

Preflight and engine start:

Cockpit preparation
 Engine start abnormalities

Descent and approach:

Area arrival and approach briefing
 Holding procedures
 Introduction of system failures
 Two engine (non) precision approach
 Single engine (non) precision approach
 Missed approach procedure (two engine/single engine)

Taxi-out and take-off:

Checklists and crew coordination
 Flap 5 take-off
 Engine failure/fire after V1
 Windshear or maximum cross wind

Landing:

Flap 25 landing
 Single engine landing
 Windshear of maximum cross wind

Climb:

SID
 Introduction of system failures

Taxi-in and parking:

Normal taxi-in procedure
 Normal parking and shutdown procedure

 生效日期 : MAR 01 /03

Effective Date

修訂次數 : 4

Revision No.

章次 : 02

Chapter

頁次 : 02-6

Page



華信航空公司

MANDARIN AIRLINES

FK-50 PROFICIENCY TRAINING 2003 #1 (PT 1)

PHASE	ITEMS	TIME PLANNING
LOFT #01/2003: (refer to LOFT syllabus)	<ul style="list-style-type: none">- MEL procedure- Normal flaps 5 take-off- Hydraulic low quantity- Alternate gear and flaps- Holding- Two engine precision approach- Normal flaps 25 landing- Use of alternate brake	01:20
Take-off RCSS runway 10 MU 2 SID: (CM1 is PF)	<ul style="list-style-type: none">- TSA SID operation- Flap 15 take-off- Engine flame out after V1- Holding at LUNB, climb to 5000'- Un-successful air-start attempt- Direct to LKNB for NDB DME 10 approach (no RV)- Single engine NDB approach- Single engine landing- Slippery runway <p>Note: IP must ensure that LOC and GS display are not available for the NDB approach. Either fail navigation station on the IP panel or instruct pilots to use DME HOLD function.</p>	00:40
Take-off RCKH runway 09L Local training:	<ul style="list-style-type: none">- Maximum cross wind component take-off- Slippery runway- Rejected take-off- Emergency evacuation <p>Note: Perform two take-off for both CM1 and CM2 as PF. One rejected take-off should be due to engine fire and lead into on ground emergency evacuation.</p>	2 x 00:10 = 00:20
Take-off RCKH runway 09L Local training:	<ul style="list-style-type: none">- Maximum cross wind component take-off- Slippery runway- RV for raw data ILS DME approach 09L- Rejected landing initiated at 50' AAL- Two engine go-around- Reset to ground	2 x 00:015 = 00:30

Take-off RCKH runway 09L OC 2 SID: (CM2 is PF)	<ul style="list-style-type: none"> - Flap 15 take-off - Engine flame out after V1 - Un-successful air-start attempt, holding at CO NDB - NDB DME 09L approach (no radar vectors) - Single engine NDB approach - Single engine landing - Slippery runway <p>Note: IP must ensure that LOC and GS display are not available for the NDB approach. Either fail navigation station on the IP panel or instruct pilots to use DME HOLD function.</p>	00:30
Reset simulator to 10.000':	<ul style="list-style-type: none"> - Upset recovery training 	2 x 00:10 = 00:20
Reset simulator to visual final RCKH 09L:	<ul style="list-style-type: none"> - Maximum cross wind landing - Slippery runway 	2 x 00:10 = 00:20

Note 1: The following two items will be completed as briefing only; *“application of auto and manual flight procedures”* and *“understanding of 08 FEB 02 NTSB rudder operation safety recommendation”*.



華信航空公司

MANDARIN AIRLINES

FK-50 PROFICIENCY CHECK 2003 #1 (PC 1)

PHASE	ITEMS	TIME PLANNING
RCLG-RCSS: CM 1 PF / CM 2 PNF	<ul style="list-style-type: none"> - No light-up engine NO 1 - MEL 74-00-01 - Runway 36 ML1 SID - Engine flame out during cruise - Successful air start, continue RCSS - Holding ZONLI - Double (hydraulic) engine pump fault with hydraulic pressure below 2000 PSI. - Alternate brakes and flaps - RCSS ILS runway 10 - Use of alternate brakes 	01:15
Take-off RCLG runway 18:	<ul style="list-style-type: none"> - Engine flame out after V1 - Engine out procedure for runway 18 - RV for single engine NDB DME 18 approach - Single engine landing 	2 x 00:30 = 01:00
Take-off RCKH runway 09L: Local training	<ul style="list-style-type: none"> - Maximum cross wind component take-off - Slippery runway - Flap 15 take-off - RV for raw data ILS DME approach 09L - Rejected landing initiated at 50' AAL - Two engine go-around - Reset to ground 	2 x 00:15 = 00:30
Any airport/runway:	<ul style="list-style-type: none"> - Maximum cross wind component take-off - Slippery runway - Engine fire before V1 - Rejected take-off - On ground emergency evacuation 	00:15
Reset simulator to 10.000':	<ul style="list-style-type: none"> - Upset recovery check 	2 x 00:10 = 00:20
Any airport/runway Reset simulator to visual final	<ul style="list-style-type: none"> - Maximum cross wind landing - Slippery runway 	2 x 00:10 = 00:20
PROFICIENCY CHECK COMPLETED		
Any airport/runway:	<ul style="list-style-type: none"> - Windshear recovery training in take-off and approach phase. 	2 x 00:10 = 00:20



技能檢定 PROFICIENCY CHECK

(FCT FORM 05)

姓名 (Name): 正機師/副機師 (Capt/FO) 劉家泉, Lin Jiaquan (中文/English)
 機型 (Aircraft Type): B738 FK-100 (FK-50) DO-228 (請圈選/circle one)
 日期 (Date): 05/27/2003 地點 (Location): KUALA LUMPUR, MALAYSIA
~~飛機~~ (Aircraft) (模擬機) (Simulator) (請圈選/circle one)

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

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): THOMAS

委託證書號碼 (Designation Number): _____



模擬機訓練 SIMULATOR TRAINING
(FCT FORM 04)

姓名 (Name): 正機師/副機師 (Cap/FO) 劉家承, LIU JIA CHUAN (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): 26. APRIL 2003
 時數 (Hours): 02:00

備註 (Remarks):
COMPLETED LOFT
COMPLETED PROFICIENCY TRAINING

飛航教師/學生簽名 (Signature Instructor/Students): 蔡繼駿

課 (Session): 2 日期 (Date): 27. April. 2003
 時數 (Hours): 02:00

備註 (Remarks):
COMPLETED PROFICIENCY CHECK

飛航教師/學生簽名 (Signature Instructor/Students): THOMAS

課 (Session): _____ 日期 (Date): _____
 時數 (Hours): _____

備註 (Remarks):

飛航教師/學生簽名 (Signature Instructor/Students): _____



華信航空公司

MANDARIN AIRLINES

FK-50 RECURRENT LOFT #01/2003

CAPTAIN: 劉家宇
 F/O: 江均亮
 DATE: 2003
 LOCATION: KUL, MALAYSIA

FLIGHT: 7932 RCYU-RCKH
 ATIS RCYU: A/0630 330/20 3200HZ FEW08 BKN12 OVC20 32/26 1003
 ATIS RCKH: A/0630 280/08 5000 FEW05 BKN15 OVC30 32/28 1000
 NOTAMS: RCYU & RCKH: NP VERSION 2002120601
 MEL: 29-32-01 HYDRAULIC RESERVOIR PRESSURIZATION

EVALUATION CRITERIA:

- 1): INSTRUCTOR MUST PROVIDE FEEDBACK TO ENCOURAGE THE CHANGES NEEDED FOR IMPROVED PERFORMANCE.
- 2): ITEM HANDLED CORRECTLY, NO INSTRUCTOR FEEDBACK REQUIRED.
- 3): HANDLED EXCEEDINGLY WELL, INSTRUCTOR MUST PROVIDE POSITIVE FEEDBACK TO RE-ENFORCE CORRECT PERFORMANCE.

	CAPT			F/O		
	1	2	3	1	2	3
COCKPIT SET-UP AND FLIGHT PREPARATION		✓				
USE OF CHECKLISTS	✓					
DEPARTURE BRIEFING		✓				
MEL 29-32-01	✓					
ENGINE START & PUSHBACK		✓				
TAKE-OFF RUNWAY 03 (WG2 SID, CLIMB TO FL 140)			✓			
HYD TANK LOW QUANTITY AFTER LEVEL OFF: - APPLICATION OF MDA AOM CHAPTER 4-1		✓				
- TANK LOW QUANTITY PROCEDURE		✓				
- DECISION MAKING		✓				
<p>Evaluator note: Loss of hydraulic fluid affects the approach and landing only. During cruise and descent there is no loss of services and the aircraft handles normally. The best decision is for the flight to continue to RCKH because this is a company maintenance base.</p>						
APPROACH PREPARATION AND BRIEFING		✓				
COORDINATION WITH ATC (NO TAXI AFTER LANDING, STOPPING ON RUNWAY)		✓				

COORDINATION WITH COMPANY (NEED TOW TRUCK AFTER LANDING)			✓				
COMMUNICATION WITH CABIN CREW (STOPPING ON RUNWAY)			✓				
HOLDING AT KIZIN DME FIX		✓					
ALTERNATE GEAR OPERATION		✓					
ALTERNATE FLAP OPERATION		✓					
RCKH ILS DME 09L APPROACH - STANDARD CALLS	✓						
- TRANSITION TO VISUAL FINAL			✓				
- STABILIZED APPROACH CRITERIA		✓					
USE OF ALTERNATE BRAKES AFTER LANDING		✓					
GENERAL CRM CONSIDERATIONS: - OPTIMIZATION OF AVAILABLE RESOURCES		✓					
- PROBLEM ANALYSIS AND JUDGEMENT			✓				
- WORKLOAD DISTRIBUTION & TIME MANAGEMENT		✓					
- CREW COORDINATION/INTERACTION		✓					

INSTRUCTOR'S COMMENTS (if any):

NIL

FK-50 RECURRENT CRM/LOFT #01/2003 COMPLETED: *T. Adams* (I/P SIGNATURE)

NP VERSION:2002120601

RCTPFIR

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A0017 RADAR VALID FM 0101100300 TO PERM
/01 SAN-DIAU-JIAU RSR IS COMMISSIONED (REF TEXT FOR DETAILS)
AIP SUP ENR VALID FM 0210311930 TO PERM
A007C025 THE FLWG CHANGES TO THE USE OF ATS ROUTES A1 AND G581 AND
RNAV ROUTE M750 BTN TAIPEI FIR AND HONG KONG FIR WILL BE
IMPLEMENTED: ATS ROUTE A1 BTN MAGOG AND ANPU (APU VOR),
AND ATS ROUTE G581 BTN MAGOG AND DADON FL290 OR ABOVE SHALL
BE USED FOR WESTBOUND TRAFFIC ONLY, EASTBOUND TRAFFIC AT
FL290 OR ABOVE SHALL ROUTE VIA RNAV ROUTE M750
(REF TEXT FOR DETAILS)
C0397 RAC VALID FM WIE TO PERM
AS PER RECENT SURVEY, RADIO COM ATTAINABLE ALT AT EACH
REPORTING POINT ALONG VFR CORRIDOR C10 ARE AS FLWS:
1. YING KO: 1000FT/ABOVE
2. HSIN TIEN: 2000FT/ABOVE
3. PING LIN: 2000FT/ABOVE
4. I LAN: 2000FT/ABOVE
5. SU AO: 2000FT/ABOVE
A0119 ENR VALID FM WIE TO PERM
REF AIP SUP A018/01 DATED 28 NOV 2001, RVSM AIRSPACE WITHIN
TAIPEI FIR IS LIMITED TO THE AREA AS PRESCRIBED IN ITEM 7
TRANSITION AREA, WHICH IS BOUNDED BY CONNECTING FLW POINT
1. N215819 E1195042, 2. N215123 E1204450,
3. N210000 E1204030, 4. N210000 E1194248.
A0436 VORTAC VALID FM WIE TO UFN
/99 /TNN/ VOR 113.3 MHZ 310 DEGREE USED FOR REFERENCE
(SIGNAL UNSTABLE DUE TO TERRAIN INFLUENCE)
A0970 ENR VALID FM 0210311600 TO PERM
REF IS MADE ON AIP ENR 3.2-1, RNAV ROUTE M750 STRUCTURE.
SIG POINT TONGA 231039N 1193528E IS INSERTED AS A
NON-COMPULSORY REPORTING POINT ON M750. THE MILEAGE TO
ADJACENT SIG POINTS IS RENOT/70 NM AND TOROX/20 NM
A0400 NDB VALID FM WIE TO UFN
/99 REF AIP PAGE ENR 4.1-1, ANPU NDB (AP 250KHZ) UNRELIABLE:
154 BRG WI 30NM BLW 10000FT, 142BRG BTN 17-31NM BLW 10000FT
AIP SUP ENR VALID FM 0210311930 TO PERM
A013C038 THE FLWG CHANGES TO THE USE OF ATS ROUTE A1 AND RNAV ROUTE
M750 BTN NAHA AND TAIPEI FIRS WILL BE IMPLEMENTED.
1. ATS ROUTE A1 BTN ELATO AND BULAN, FL290 OR ABOVE, SHALL
BE USED FOR WESTBOUND TFC ONLY. EASTBOUND TFC AT FL290
OR ABOVE SHALL ROUTE VIA RNAV ROUTE M750. EASTBOUND TFC
AT FL270 MAY ALSO USE RNAV ROUTE M750 FOR SEGMENT BTN
SANAS AND MOLKA.
2. NON-RNAV COMPLIANT OR NON-RVSM APPROVED ACFT WILL HAVE
TO ROUTE VIA A1 AT FL270 OR BELOW.
3. DURING CLOSURE OF RNAV ROUTE M750, ALL ACFT WILL BE
ROUTED VIA A1.
4. FLIGHT LEVEL AVAILABILITY: (SEE TEXT)

RCTP

=====
A0109 AGA VALID FM WIE TO UFN
REF AIP RCTP AD2-5, ON RWY 06/24 AND ITS RELATED TWY, THE
SIZE, PSN OF INFO SIGNS AND THEIR INSCRIPTIONS MEET FAA
STANDARDS BUT DIFFER FM ICAO ANNEX 14 TABLE 5-4 REQUIREMENTS.
RMK: ACTION IS BEING TAKEN AND THIS NOTAM MAY BE CNLD SOON
A0008 AGA VALID FM 0201080000 TO UFN
PARKING BAY A11 CLOSED DUE TO WIP
A0065 AGA VALID FM 0201310915 TO UFN
NO STOP BARS ARE INSTALLED ON RWY 05/23 ASSOCIATED TWY.
(ICAO ANNEX 14 SARPS 5.3.17 REQUIRED) THE CAA IS UNDERTAKING
PLANNING WORK TO BUILD THE ABOVE LGT SYSTEM. BEFORE THE

SUBJECT EQUIPMENT HAS BEEN INSTALLED AND COMMISSIONED, ACFT SHALL STRICTLY FOLLOW TWR CONTROLLERS INSTRUCTION WHEN TAXIING

A1106 RWY VALID FM 0212011600 TO 0212061130
1600-2230 ON 1-5 DEC, 0230-1130 ON 2-6 DEC
RWY 06/24 CLSD DUE TO REMOVAL OF RUBBER DEPOSITS
AND LINE REMARKING WORK
RMK/EXAMING WORK(REF A0952/02 NOTAM) OF RWY 05/23
AND 06/24 SUSPENDED

A1115 TWY VALID FM WIE TO 0212240900
PORTION OF TWY EC (BTN TWY NC AND ENTRANCE OF CAL APRON
CLSD DUE TO WIP. RMK/ ENTRANCE OF CAL APRON STILL AVBL

A0090 OBST VALID FM WIE TO PERM
3M-HIGH NOISE MONITOR MAST ERECTED WI RWY STRIP AS FLWS:
LOCATION COORD
NEAR THR 05 250412.9N 1211251.1E
NEAR THR 06 250331.0N 1211322.4E
NEAR THR 23 250543.9N 1211446.7E

A1107 RWY VALID FM 0212061600 TO 0212131130
1600-2230 ON 6-12 DEC, 0230-1130 ON 7-13 DEC
RWY 05/23 CLSD DUE TO REMOVAL OF RUBBER DEPOSITS
AND LINE REMARKING WORK
RMK/EXAMING WORK(REF A0952/02 NOTAM) OF RWY 05/23
AND 06/24 SUSPENDED

A0253 COM VALID FM WIE TO PERM
REF ATTACHMENT 2 STAR SB3 OF AIP SUP A004 C010/02
DATED 26 MAR 2002.
PLEASE HAND AMEND A MISPRINT IN TEXT:
LINE 2 OF ITEM 2
AMEND APU R-239 TO READ APU R-242, THE REST NC

AIP SUP RAC VALID FM 0210311930 TO PERM
A014C042 WITH EFFECT FROM 1930 UTC 31 OCT 2002, ARRIVALS TO
TAIPEI/CKS INTL VIA RNAV ARRIVAL ROUTES WITH WAYPOINTS AT
JANUA OR AUGUS MAY JOIN THE FINAL CONVENTIONAL INSTRUMENT
APPROACH COURSES OF RELATED RUNWAY AS FOLLOWS,
(1) OVER WAYPOINT JANUA, FLY A MAGNETIC HEADING OF 100
DEGREE TO INTERCEPT THE FINAL COURSE OF RUNWAY 05/06
AS ATTACHMENT 1.
(2) OVER WAYPOINT AUGUS, FLY A MAGNETIC HEADING OF 190
DEGREE TO INTERCEPT TH FINAL COURSE OF RUNWAY 23/24
AS ATTACHMENT 2.
(REF TEXT FOR DETAILS)

AIC AGA VALID FM 0109010000 TO PERM
002 LOW LEVEL WIND SHEAR ADVISORIES AVAILABLE AT RCSS AND RCTP
/01 SERVICE HOURS: H24 (REF TEXT FOR DETAILS)

A0664 AGA VALID FM WIE TO UFN
NO LOCATION/RUNWAY DESIGNATION SIGNS ARE PROVIDED AT TWY
S3, S4, S5 AND S6 FOR RWY 06/24 RMK/ACTION IS BEING TAKEN
THIS NOTAM MAY BE CANCELLED SOON

A0952 RWY VALID FM WIE TO PERM
TO ENSURE NORMAL OPS OF RWY AS WELL AS LIGHTING FACILITIES
OF TAIPEI/CKS INTL AND TO MINIMIZE OCCUPANCY OF RWY/TWY
BY PERSONEL/VEHICLE. RWY 05/23 AND RWY 06/24 ARE CLSD
FOR EXAMING WORK AS FLW:
1. RWY 05/23 IS CLSD BTN HR 0230-0300 DLY
2. RWY 06/24 IS CLSD BTN HR 0600-0630 DLY
RMK/TWR MAY SUSPEND ABOVE EXAMING WORK WHENEVER SITUATION
REQUIRES AND UNFINISHED JOB WILL BE PUT OFF TO ANOTHER TIME.

A0245 RAC VALID FM 0204171600 TO 0209171600EST
REF ATTACHMENT 3, RCTP AD2-64 ILS/DME RWY 24 OF
AIP SUP A004 C010/02
1) REVISE TRACK FROM FLASH TO IF TO READ 233 DEG
2) REVISE OUTBOUND/INBOUND TRACK FOR FLASH HOLDING
FIX TO READ 053/233 DEG RESPECTIVELY

RCKH

=====

A1070 FRNS VALID FM 0212020100 TO 0212311000
 EFF: 0100-1000 DLY ON 02-06, 09-13, 16-20, 23-27, 30, 31 DEC
 AREA: (R-18) 2235N, 2255N, 11923E, 11945E.
 RMK: AIRSPACE BLOCKED
 ALT: SFC UP TO 12000FT

A0142 AGA VALID FM WIE TO PERM
 REF AIP RCKH AD2-4, EXIT SIGNS ARE PROVIDED ON RWY 09L/27R
 AS PER ICAO ANNEX 14, 5.4.3.13, EXC WHERE RIGHT TURN TO TWY F
 OR LEFT TURN TO TWY E, EXIT SIGNS THEREON LOCATE LESS THAN
 60M PRIOR TO RWY EXIT POINT

A0389 AGA VALID FM WIE TO UFN
 BEFORE ACFT LEFT TURN FROM RWY 27L ONTO TWY G, THE RWY EXIT
 SIGN TO CAPTS LEFT IS ONLY 40M PRIOR TO CL OF TWY G, WHICH
 IS NOT 60M OR MORE AS ICAO ANNEX 14, 5.4.3.17 REQUIRES.
 RMK/ACTION IS BEING TAKEN AND THIS NOTAM MAY BE CNL SOON

A0825 LGT VALID FM 0209111600 TO 0212062130
 1600-2130 DLY, RWY 09L/27R EDGE LGTS U/S WIP

A0826 LGT VALID FM 0209111600 TO 0212062130
 1600-2130 DLY
 TWY EDGE LGTS OF TWY A,B,C,D,E,F U/S DUE TO WIP

A1023 RWY VALID FM 0211021600 TO 0212122200
 1600-2200 DLY, RWY 09R/27L CLSD DUE TO WIP.

A1112 RWY VALID FM WIE TO PERM
 REF AIP RCKH AD2-9
 ADD RESTRICTION FOR RWY USE AS FLWS:
 RWY 09L IS THE PREFERENTIAL RWY AND WILL BE ASSIGNED
 REGARDLESS OF WIND DIRECTION WHEN WIND VELOCITY IS LESS
 THAN 10 KNOTS. AIRCRAFT UNABLE TO COMPLY WITH THIS
 RESTRICTION SHALL SO ADVISE KAOHSIUNG TOWER.

AIP SUP RAC VALID FM 0210301600 TO PERM
 A012C034 THE FLWG CHANGES WILL BE MADE TO THE INSTRUMENT PROCS AT
 KAOHSING INTL AP.
 1. THE NDB/DME RWY 09L IS ESTABLISHED AS ATTACHMENT 1. PLS
 NOTE THAT THIS PROC IS BASED ON LOCATOR SK.
 2. THE NDB/DME RWY 27R IS ESTABLISHED AS ATTACHMENTS 2.
 3. THE ILS/DME RWY 09L AND LOC/DME RWY 27R ARE REVISED AS
 ATTACHMENT 3 (REF TEXT FOR DETAILS)

A0130 OBST VALID FM WIE TO UFN
 /00 ELEV 171FT AT 223434N/1202233E APRX PSN AT 096 DEG MAG
 /0.6NM OF THR RWY 27R, OBST LIGHTED

A0091 OBST VALID FM WIE TO PERM
 3M-HIGH NOISE MONITOR MAST ERECTED WI RWY STRIP AS FLWS:
 LOCATION COORD
 NEAR THR 09L 223440.5N 1201956.3E
 NEAR THR 27R 223431.8N 1202206.7E

A0572 OBST VALID FM 0207180000 TO 0303312400
 1600-2200 DLY, CRANE OPS MAY BE HAZARDOUS TO ACFT AS FLWS:
 1. LOCATION: MRT LUR06 SITE
 2. MAIN COORD: 223432N/1202001E
 3. APRX PSN: 237 DEG MAG/0.21 NM OF THR 09L
 4. MAX HGT: 46.5M/153FT (AMSL)
 5. LGT/MARKINGS: RED OBST LGT AND RED/WHITE FLAGS
 ON TOP OF CRANES
 6. RMK: 30 MINUTES PRIOR NOTICE IS REQUIRED WHEN
 LOWERING CRANE OPS IS NEEDED DUE TO TECH
 LANDINGS OR AN EMERGENCY.

A0612 OBST VALID FM 0208141630 TO 0412312400
 1630-2200 DLY CRANE OPS MAY BE HAZARDOUS TO ACFT AS FLWS:
 1. LOCATION: SITE OF MRT R4A STATION
 2. MAIN COORD: 223452N 1201914E
 3. APRX PSN: 287 DEG MAG/0.87 NM OF THR 09L
 4. MAX HGT: 29M/96FT (AMSL)
 5. LGT/MARKINGS: RED OBST LGT AND RED/WHITE FLAGS
 ON TOP OF CRANES
 6. RMK: 30 MINUTES PRIOR NOTICE IS REQUIRED WHEN LOWERING
 CRANES OPS IS NEEDED DUE TO TECH LANDINGS OR AN

EMERGENCY.

RCSS

=====

A0565 LGT VALID FM WIE TO UFN
PAPI INNER UNIT IS AT 8.7M SPACING WITH RWY EDGE,
WHICH DIFFER FROM ICAO ANNEX 14 14-16M SARPS

A1114 LGT VALID FM 0212060000 TO PERM
REF AIP RCSS AD2-4, AND RCSS AD2-41, PAPI OF
RWY 10 AT TAIPEI/SUNGSHAN AD WILL BE COMMISSIONED
WITH INFORMATION AS FLWS:
1. LOCATION: LEFT SIDE OF RWY 10
2. NOMINAL APCH ANGLE: 3.0 DEG
3. MEHT: 65.15FT(19.86M)
4. POSITION: 406M INWARD FROM THR RWY 10
5. RMK/EXISTING PAPI RWY 10 WILL BE WITHDRAWN
SIMULTANEOUSLY.

A0430 AGA VALID FM WIE TO PERM
/99 A SIMPLIFIED CIQ OFFICE (CUSTOM, IMMIGRATION, QUARANTINE)
ESTABLISHED AT RCSS AIRPORT WEF APR 22 1998 (REF TEXT)

A0833 AGA VALID FM WIE TO UFN
/99 RWY 10/28 AND WEST TWY CLSD 0515-0530 DLY DUE TO EXAMINING
WORK IN PROGRESS

AIC AGA VALID FM 0109010000 TO PERM
002 LOW LEVEL WIND SHEAR ADVISORIES AVAILABLE AT RCSS AND RCTP
/01 SERVICE HOURS: H24 (REF TEXT FOR DETAILS)

A0564 AGA VALID FM WIE TO PERM
HGT OF RWY DIST REMAINING SIGNS ARE 2M, WHICH
DIFFER FROM FAA MAX 1.5M STANDARDS

AIP SUP RWY VALID FM WIE TO 0304152130
C017 CONSTRUCTION WORK IS IN PROGRESS ON PORTION OF CLSD RUNWAY
FM 250M EAST OF TWY CC TO TWY EH, BTN HOURS 1530-2130 DLY.
THE CLOSURE IS ON H24 BASIS(NOT INCLUDING TWY EH)(REF TEXT
FOR DETAILS)

AIP SUP TWY VALID FM 0211271600 TO PERM
C043/02 A NEW RAPID EXIT TAXIWAY E1 WILL BE COMMISSIONED WITH
INFORMATION AS FLWS (REF TEXT FOR DETAILS)

A1081 TWY VALID FM 0211291600 TO 0305301600
TWY EH CLSD DUE TO WIP

A1013 COM VALID FM WIE TO UFN
/01 REF AIP PAGE RCSS AD2-6, ACCORDING TO RECENT FLT CHECK,
ID OF LOCATOR SW (385KHZ) IS AUDIBLE WITHIN 20 NM ONLY

A0791 LLZ VALID FM WIE TO UFN
/01 REF AIP RCSS AD 2-6, EFFECTIVE COVERAGE OF RWY 10 LLZ FRONT
COURSE IS 18 NM WITHIN 10 DEG OF RCL AND 10 NM BTN 10-35 DEG
ON BOTH SIDES OF RCL. ACCORDING TO RECENT PILOT REPORTS, ACFT
ARE EXPERIENCING FALSE CAPTURE OCCASIONALLY BEYOND EFFECTIVE
LLZ COVERAGE DUE TO UNCERTAIN REASON INCLUDE TERRAIN EFFECT
OR ILLEGAL TRANSMISSION. BEFORE CAA CAN DETECT THE ACTUAL
REASON AND REDUCE THIS PHENOMENA, PILOTS ARE ADZ TO FLY FIRST
TO TAZAN (ITSG 11.5 DME OR APU R-242/LK 275 BRG) AND THENCE
ESTABLISH RWY 10 ILS TO MINIMIZE POSSIBILITY OF FALSE CAPTURE

C0706 RAC VALID FM 0211271600 TO PERM
REF AIP RCSS AD2-71 GPS RWY10 AND REVERSE PAGE,
IWP TAZAN IS RE-NAMED AS KIRIN. THE REST NC.

C0200 OBST VALID FM WIE TO UFN
/98 A CAMERA MAST TOP ELEV 73FT APRX PSN AT 285DEG MAG 610M
FM THR RWY 10

C1389 OBST VALID FM WIE TO UFN
/99 A CRANE AT 25 03 38.4N/121 34 41.3E APRX PSN AT 129BRG/
0.86NM OF THR RWY 28, ELEV 302FT, OBST LIGHTED

A0092 OBST VALID FM WIE TO PERM
3M-HIGH NOISE MONITOR MAST ERECTED WI RWY STRIP AS FLWS:
LOCATION COORD
NEAR THR 10 250409.7N 1213218.9E
NEAR THR 28 250403.3N 1213355.1E

C0658 OBST VALID FM WIE TO PERM

THE HEIGHT OF THE FLOOD PROOF WALL IS 9.95 METER. THE WALL IS 250 METER EASTWARD OF RWY 28

RCBS

=====

- C0658 AGA VALID FM 0110152200 TO PERM
/01 A TURNING PAD IS ESTABLISHED WITH INFO AS FLWS:
1. LOCATION: AT FIRST 0-100M FROM RE-LOCATED THR RWY 06
2. PAVEMENT: ASPHALT CONCRETE
3. AREA: 2962.5 SQR M
4. LIGHTINGS: USE 16 TWY EDGE LGT AS BOUNDARY LGT
- C0250 AGA VALID FM WIE TO UFN
DUE TO VIEW PROBLEMS FM TWR, THE FIRST 300M OF RWY 06 IS VISIBLE BY TV CAMERA ONLY. PILOTS ARE CAUTION ADVISED DURING LDG/TKOF
- C0316 AGA VALID FM WIE TO PERM
LGT FACILITIES WHICH DIFFER FROM ICAO ANNEX 14 SARPS ARE AS FLWS:
1. SSALR RWY 06, FAA STANDARD
2. MALSF RWY 24, FAA STANDARD
- C0676 TWY VALID FM 0209302200 TO 0301202200
FLW TWY ARE BARRICADED BY 50CM-HIGH BARRIERS DUE TO WIP:
1. TWY A
2. SOUTH EDGE OF TWY N: FROM TWY A TO 200 M WESTWARD.
3. NORTH EDGE OF TWY N: FROM TWY B TO 240 M WESTWARD.
RMK/ACFT SHALL FOLLOW NEW TAXI GUIDANCE LINE NEAR WORK AREA.
- AIP SUP TWY VALID FM 0209302200 TO 0301202200
C037 WEF 2200 UTC SEP 30 2002, TILL 2200 UTC JAN 20 2003,
TWY A AND PORTIONS OF TWY N WILL BE CLOSED DUE TO WIP
(REF TEXT FOR DETAILS)
- C0342 RAC VALID FM 0205240800 TO PERM
CONTACT APCH OPS TO RCBS AD IS PROHIBITED
- C0343 RAC VALID FM 0205240800 TO PERM
REF AIP ENR 1.2-1, SPECIAL VFR FLT WI CHINMEN CLASS D AIRSPACE BY FIXED-WING ACFT IS PROHIBITED
- C0841 OBST VALID FM WIE TO PERM
/01 DUE TO RECENT SURVEY, INFO OF 2 OBST ARE AS FLWS
(REF TEXT FOR DETAILS)
- C0090 OBST VALID FM WIE TO PERM
3M-HIGH NOISE MONITOR MAST T ERECTED WI RWY STRIP AS FLWS
(REF TEXT FOR DETAILS)
- C0141 OBST VALID FM WIE TO PERM
REPORT OBST INFO AS FLWS (REF TEXT FOR DETAILS)
- C0238 OBST VALID FM WIE TO UFN
- C0239 OBST EXIST WI NORTH RWY STRIP (REF TEXT FOR DETAILS)
- C0241
- C0242
- C0407 OBST VALID FM WIE TO PERM
REPORT OBST INFO AS FLWS:

WGS 84 COORD:		HGT: FT
1.	242745.6N 1182440.5E	759
2.	242737.8N 1182424.7E	975
3.	242646.7N 1182349.2E	423
4.	242648.8N 1182349.9E	498
5.	242646.6N 1182349.5E	414
6.	242646.6N 1182348.9E	461
7.	242646.2N 1182349.0E	476

RCCM

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- C0413 OBST VALID FM WIE TO UFN
/00 A WINDMILL AT APRX PSN 105BRG/1.41NM OF THR RWY 02,
ELEV 305FT. RMK/WGS84 COORD 231220N/1192559E

RCDC

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- C0313 AGA VALID FM WIE TO UFN
LGT FACILITIES WHICH DIFFER FROM ICAO ANNEX 14

SARPS ARE AS FLWS:

1. AD BCN FREQ. FAA STANDARD, 6 RPM
2. MALSF RWY 09, FAA STANDARD
3. RWY EDGE LGT, NOT YELLOW WITHIN LAST 600M
4. HGT/PSN OF MANDATORY/INFORMATION SIGNS

RMK/ACTION IS BEING TAKEN AND SOME ITEMS MAY BE CNL SOON

C0812 RWY VALID FM WIE TO 0301312400
RWY CLSD DUE TO WIP. CIVIL ACFT TKOF/LDG AT RCSQ AD.
ALL ACFT CTN ADZ

C0814 COM VALID FM WIE TO UFN
GP IPIT 329.15 MHZ RWY 09 U/S

C0815 COM VALID FM WIE TO UFN
LLZ IPIT 108.95 MHZ RWY 09 U/S

C0721 OBST VALID FM 0110260600 TO PERM
/01 OBST EXIST WI RWY STRIP (REF TEXT FOR DETAILS)
RCFN

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C0314 AGA VALID FM WIE TO UFN
LGT FACILITIES WHICH DIFFER FROM ICAO ANNEX 14
SARPS ARE AS FLWS:
1. MALSR RWY 04, FAA STANDARD
2. HGT/PSN OF MANDATORY/INFORMATION SIGNS
RMK/ACTION IS BEING TAKEN AND SOME ITEMS MAY BE CNL SOON

C0672 ATIS VALID FM 0209182300 TO UFN
ATIS FREQ 127.4MHZ U/S DUE TO INTERFERENCE,
FREQ 127.0MHZ ON TEST

C0778 RWY VALID FM 0211101300 TO 0212302200
DUE TO RWY THOUSAND-FEET-BOARD INSTALLATION FOR RWY 04/22,
ACFT CTN ADZ 1300-2200 DLY

C0777 TWY VALID FM 0211101300 TO 0212302200
DUE TO TWY SIGNBOARD INSTALLATION FOR TWY W, A, B, C, D,
ACFT CTN ADZ 1300-2200 DLY

C0747 COM VALID FM 0210241600 TO PERM
WEF 1600 UTC 24 OCT 2002, TWR FREQ IS AVBL AS FLWS:
1. STATION: FENGNIN
2. CALL SIGN: FENGNIN TOWER
3. FREQ 121.9 MHZ
4. SERVICE HOUR: 2300-1300
5. PURPOSE: BACK-UP FREQ DRG INTERFERENCE
6. REMARK: OPR BY CAA

AIP SUP RAC VALID FM 0211271600 TO PERM
C041/02 THE STANDARD INSTR APCH PROCS FOR TAITUNG/FENGNIN AIRPORT
WILL BE REVISED AS FLWS (REF TEXT FOR DETAILS)

C0088 OBST VALID FM WIE TO PERM
3M-HIGH NOISE MONITOR MAST ERECTED WI RWY STRIP AS FLWS:
LOCATION COORD
NEAR THR 04 224554.3N 1210604.8E
NEAR THR 22 224452.5N 1210511.4E

C0468 OBST VALID FM WIE TO PERM
REPORT ACFT ARRESTING SYSTEM INFO AS FLWS:
MAIA, HGT 97CM, AT 0-150FT FM THR

RCGI

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C0802 COM VALID FM WIE TO UFN
TWR FREQ 118.7MHZ U/S DUE TO INTERFERENCE,
FREQ 118.8MHZ ON TEST DURING THE PERIOD.

RCKU

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C0611 AGA VALID FM 0208270000 TO UFN
RWY 18 BAK-14 TEMPO REPLACED BY MOTIVE ARST NET(PIV)
DUE TO BAK-14 WITHDRAWN FOR MAINT

C0757 RWY VALID FM 0210301400 TO 0212172130
1400-2130 DLY ON 30 OCT TO 17 DEC RWY CLSD DUE WIP

A0819 TWY VALID FM 0212040000 TO 0212210000
20 METERS EAST FROM TWY E2 CLSD DUE TO WIP
ALL ACFT CTN ADZ

AIP SUP RAC VALID FM 0211271600 TO PERM
 C040/02 THE STANDARD INSTRUMENT PROCEDURES FOR CHIAYI AIRPORT
 WILL BE REVISED AS FLWS (REF TEXT FOR DETAILS)

C0486 OBST VALID FM WIE TO PERM
 REPORT OBST WITHIN RWY/TWY STRIP AS FLWS:
 NR. COORD (WGS 84) ELEV (FT)
 1. N 232709.2 E 1202330.9 114
 2. N 232709.6 E 1202331.2 104
 3. N 232829.0 E 1202328.5 102
 4. N 232829.0 E 1202328.9 94
 5. N 232836.4 E 1202333.2 81
 6. N 232750.7 E 1202331.8 116
 7. N 232831.2 E 1202327.8 85
 8. N 232711.3 E 1202339.5 107
 9. N 232709.2 E 1202331.2 130
 10. N 232849.0 E 1202326.8 92
 11. N 232848.1 E 1202323.9 76

C0464 OBST VALID FM WIE TO PERM
 REPORT ACFT ARRESTING SYSTEM INFO AS FLWS:
 1. BAK-12/14, HGT 14CM, AT 1200-1500FT FM THR
 2. 61QSII, HGT 4.2M, AT THR, MAST HGT 7.6M WHEN ERRECTED

RCLG

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C0310 AGA VALID FM WIE TO UFN
 LGT FACILITIES WHICH DIFFER FROM ICAO ANNEX 14
 SARPS ARE AS FLWS:
 1. AD BCN FREQ, FAA STANDARD, 6 RPM
 2. ALS RWY 36, REIL ONLY
 3. HGT/PSN OF INFORMATION SIGNS
 RMK/ACTION IS BEING TAKEN AND SOME ITEMS MAY BE CNL SOON

C0810 AGA VALID FM 0212011430 TO 0212252200
 1. RWY AND ALL TWY WILL BE CLSD DUE TO WIP FOR REMARKING
 MAINT WORK 1430-2200 DLY ON 1-25 DEC
 2. RWY AVBL FOR EMERG HELICOPTER 1HR PRIOR NOTICE

C0549 TWY VALID FM WIE TO PERM
 /99 A NEW PARALLEL TWY E WIDTH 22.5M ESTABLISHED
 (REF TEXT FOR DETAILS)

C0114 TWY VALID FM 0202281400 TO PERM
 NEW 5 WILL BE OPEN (REF TEXT FOR DETAILS)

C1393 OBST VALID FM WIE TO UFN
 /90 BLDG ALT 1000-1100FT AGA LOC AT RWY 36 BRG 135
 DIST 4000FT. ARR ACFT ATTN LDG

C1273 OBST VALID FM WIE TO UFN
 /99 AT 240922N/1203937E ELEV 802FT APRX PSN AT 165BRG/1.37NM
 OF THR RWY 36, OBST LIGHTED

C1411 OBST VALID FM WIE TO UFN
 /99 A CRANE AT APRX PSN 162BRG/1.81NM OF THR RWY 36,
 ELEV 1093FT

C0271 OBST VALID FM WIE TO UFN
 /00 PROTRUDING TREES AND POLES ARE FOUND WITHIN 1/2 NM OF THR
 RWY 36 AND RWY 18, PILOTS ARE CAUTION ADVISED ESPECIALLY
 DURING NIGHT OPS

C0458 OBST VALID FM WIE TO PERM
 /01 ACCORDING TO RECENT SURVEY, AN OBST EXISTS AS FLWS:
 1. COORD: 241038.5N/1203918.6E (WGS-84)
 2. ELEV: 352FT
 3. LOC: 160M FROM THR RWY 36, 120M EAST OF RWY 36 RCL EXT
 4. RMK/OBST IS LGTED AND MARKED

C0087 OBST VALID FM WIE TO PERM
 3M-HIGH NOISE MONITOR MAST ERRECTED WI RWY STRIP AS FLWS:
 LOCATION COORD
 NEAR THR 18 241138.5N 1203921.1E
 NEAR THR 36 241037.9N 1203916.6E

C0691 OBST VALID FM WIE TO PERM
 REPORT OBST WITHIN RWY/TWY STRIP AS FLWS,
 NR COORD (WGS84) ELEV (FT)

1	N24	11	39.1	E120	39	09.7	381
2	N24	11	37.4	E120	39	09.7	378
3	N24	11	35.8	E120	39	09.7	378
4	N24	11	34.2	E120	39	09.6	377
5	N24	11	34.0	E120	39	09.6	377
6	N24	11	33.0	E120	39	10.0	397
7	N24	11	28.1	E120	39	09.7	386
8	N24	11	37.6	E120	39	10.3	406
9	N24	11	32.7	E120	39	10.5	385
10	N24	11	27.4	E120	39	10.7	380
11	N24	11	26.0	E120	39	10.3	364
12	N24	11	26.2	E120	39	11.0	362
13	N24	10	51.4	E120	39	11.2	341
14	N24	10	49.0	E120	39	10.3	346
15	N24	11	38.1	E120	39	16.0	379

C0751 OBST VALID FM WIE TO UFN
 5 STACKS GROUP EXISTS AS FLWS:
 1. MAX HEIGHT: 821 FT
 2. LOCATION: TAICHUNG HARBOR
 3. MARK AND OBST LGT:
 4 STACKS DAY MARKED WITH OBST LGT,
 1 STACK NOT MARKED NOR LGTED
 4. RMK: ACFT OPR IN VICINITY ARE CAUTION ADZ

RCLU

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A1069 FRNG VALID FM 0212010000 TO 0212311300
 EFF: 0000-0400, 0500-0900, 1000-1300 DLY ON 01-03, 06-10,
 13-20, 23-27, 30, 31 DEC
 AREA: 2520N, 2528N, 12200E, 12212E
 RMK: AIRSPACE BLOCKED
 ALT: SFC UP TO 4000FT

RCLY

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C0390 AGA VALID FM WIE TO UFN
 /97 ANEMOMETER AT 1000M FROM THR RWY 31 INSTALLED AND MARKED
 RCMQ

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RCMS

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A1088 FRNG VALID FM 0212020100 TO 0212130900
 EFF: 1) 0100-0400 DLY ON 2-3, 5-6, 10-13 DEC
 2) 0500-0900 DLY ON 2-3, 5-6, 10-13 DEC
 AREA: 2450N/12150E, 2450N/12155E, 2440N/12155E,
 2442N/12150E, 2444N/12148E, 2448N/12148E.
 RMK: A. AIRSPACE BLOCKED.
 B. 0500-0900 CORRIDOR C2 BTN SAN-TIAO-CHIAO AND SU-AO,
 CORRIDOR C10 BTN ILAN AND SU-AO ARE CLOSED.
 ALT: 1) SFC UP TO 2000FT
 2) SFC UP TO 5000FT

RCMT

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A1116 EXER VALID FM 0212040600 TO 0212271600
 EFF: 0600-1000, 1100-1600 DLY ON 4, 6, 18, 19, 20, 25,
 27 DEC
 0000-0400, 0600-1000 DLY ON 11, 13 DEC
 AREA: 2624N/12030E, 2621N/12030E, 2621N/12027E, 2624N/12026E
 RMK: A. TFC CONCERNED KEEP CLOSE CONTACT WITH RCMT TWR.
 B. LIAISON OFFICER AT TUNG-YIN, FIRING WILL BE
 SUSPENDED BY KNOWN TRAFFIC.
 ALT: SFC UP TO 6000FT

A1123 FRNG VALID FM 0212070100 TO 0212110400
 EFF: 0100-0800 DLY ON 7, 9 DEC
 0000-0400 ON 11 DEC
 AREA: 261930N/1195230E, 261900N/1200130E,
 255530N/1200000E, 255530N/1195230E.
 RMK: A. TFC CONCERNED KEEP CLOSE CTC WITH RCMT TWR OR TACC

21

B. LIAISON OFFICER IN RCMT TWR, FIRING WILL BE
SUSPENDED BY KNOWN TRAFFIC

LAT: SFC UP TO 4000FT
C0171 LGT VALID FM WIE TO PERM
AMD AIP RCMT AD2-3, TABLE 2.16, ITEM 6:
FATO LIGHTING INCLUDE FLOOD LGT AND PERIMETER LGT
C0760 TWY VALID FM 0111172200 TO PERM
/01 TWY NAMED AS FLWS:
1. TWY A: CENTRAL EXIT NEAR MID-RWY (SOUTHERN)
2. TWY B: RAPID EXIT NEAR THR 21 (NORTHERN)
3. TWY W: OLD RWY 03/21
C0730 COM VALID FM 0210310000 TO PERM
WEF 0000 UTC 31 OCT 2002, PK NDB AT MATSU AD WILL BE
COMMISSIONED WITH INFORMATION AS FLWS:
1. STATION: MATSU
2. ID: PK
3. FREQ: 325 KHZ
4. HR: H24
5. COORD: 261327.95N 1195959.69E
6. COVERAGE: 50 NM
7. POSITION: AT THE AIRPORT
C0731 COM VALID FM 0210310000 TO PERM
WEF 0000 UTC 31 OCT 2002, PKN DME AT MATSU AD WILL BE
COMMISSIONED WITH INFORMATION AS FLWS:
1. STATION: MATSU
2. ID: PKN
3. FREQ: CH 34X
4. HR: H24
5. COORD: 261327.45N 1195959.58E
6. ELEV OF ANTENNA: 55 FT
7. POWER: 1000 W
8. POSITION: AT THE AIRPORT
C0760 COM VALID FM WIE TO UFN
REF NOTAM C0731/02, PKN DME (CH 34X) AT MATSU AD IS NOT
USABLE UNTIL FURTHER NOTICE
AIP SUP RAC VALID FM 0210310000 TO PERM
C039 WEF 0000 31 OCT 2002, THE STANDARD INSTRUMENT PROCS FOR
MATSU AP WILL BE ESTABLISHED OR REVISED AS FLWS,
1. NDB/DME RWY 03 IS ESTABLISHED AS ATTACHMENT 1
2. SID PEKAN ONE IS REVISED AS SID PEKAN TWO AS
ATTACHMENT 2
(REF TEXT FOR DETAILS)
RCNN
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A1072 FRNG VALID FM 0211220000 TO 0212060900
EFF: 0000-0400, 0600-0900 DLY ON 22 NOV AND 3, 4, 6 DEC
AREA: 230030N, 230100N, 1202000E, 1202100E
RMK: AIRSPACE BLOCKED
ALT: SFC UP TO 3000FT
A1099 EXER VALID FM 0212020000 TO 0212310900
EFF: 0000-0400, 0600-0900 DLY ON 2-6, 9-13, 16-20,
23-27, 30-31 DEC
AREAS: 1) WI 5NM RADIUS OF 2311N/12008E
2) WI 5NM RADIUS OF 2247N/12015E
RMKS: 1. TFC CONCERNED KEEP CLOSE CTC WITH KAOHSIUNG APP.
2. ACFT DEP/ARR AT RCNN AND RCAY AD MAY BE DELAYED.
ALT: SFC UP TO 10000FT
C0746 AGA VALID FM 0111302200 TO PERM
/01 RWY-HOLDING POSITION SIGNS ARE INSTALLED NEAR TWY 1,
TWY 2, TWY 3, TWY 4 AND TWY 5 AT BOUNDARY OF ILS
CRITICAL/SENSITIVE AREA. THE SIGNS ARE AT 90 M FROM RCL
AND 18 M FROM BOTH SIDES OF TWY, EXC TWY 1, WHICH HAS
SIGNS AT 160 M FROM RCL
C0516 AGA VALID FM WIE TO UFN
A HOLE EXISTED AT THE SOUTH SECTION OF NR 6 TWY (28, 29
FORT FRONT), AND A STEEL PLATE LAID THERE. ALL ACFT ARE

ADVISED TO EXER CTN WHILE TAXIING

C0800 AGA VALID FM WIE TO UFN
/01 RWY-HOLDING POSITION SIGNS NEAR TWY 3, TWY 4 AND TWY 5 AT BOUNDARY OF ILS CRITICAL/SENSITIVE AREA ARE U/S DUE TO EQUIPMENT TEST, THE OTHERS NEAR TWY 1 AND TWY 2 OPR NML

C0312 AGA VALID FM WIE TO UFN
LGT FACILITIES WHICH DIFFER FROM ICAO ANNEX 14 SARPS ARE AS FLWS:
1. AD BCN FREQ, FAA STANDARD, 6 RPM
2. MALSR RWY 36, FAA STANDARD
3. RWY EDGE LGT, NOT YELLOW WITHIN LAST 600M
4. NO INFORMATION SIGNS
RMK/ACTION IS BEING TAKEN AND SOME ITEMS MAY BE CNL SOON

C0625 AGA VALID FM WIE TO UFN
ALL LDG ACFT CTN ADZ DUE TO GCA CONST WIP AT RWY 18L 4950FT AND RWY 36R 4931FT, WEST 550FT LOCATION.

C0817 RWY VALID FM 0012101600 TO UFN
/00 CIVIL ACFT AND MIL TRANSPORT ACFT USE ONLY RWY 36R/18L FOR TKOF/LDG (REF TEXT FOR DETAILS)

C0627 TWY VALID FM WIE TO UFN
/96 ACFT LANDING ON RWY 18L/18R, NO TAXIING ALLOWED TO LEAVE THE RWY VIA TWY NR 4

C0807 TWY VALID FM 0012011600 TO UFN
/00 TWY NR 6 SOUTH END AVBL FOR ALL ACFT. ALL DEP ACFT TAXI VIA TWY NR 6 SOUTH END INTO RWY 36R FOR TKOF, ALL ARR ACFT CLEAR RWY 18L AT TWY NR 2 OR TWY NR 1 THEN VIA TWY NR 6 SOUTH END (REF TEXT FOR DETAILS)

C0184 TWY VALID FM WIE TO UFN
/01 NR 3 TWY CLSD

AIP SUP RAC VALID FM 0210301600 TO PERM
C035 THE INSTR APPROACH PROCS AT TAINAN AP WILL BE REVISED (REF TEXT FOR DETAILS)

C0576 OBST VALID FM WIE TO PERM
/01 ACCORDING TO RECENT SURVEY, AN OBST EXISTS AS FLWS:
1. COORD: 225953.64N 1201222.36E
2. ELEV: 611FT
3. LOCATION: 015 BRG 1.98 NM FM THR RWY 18L
4. RMK: OBST ARE LGTED

C0715 OBST VALID FM WIE TO PERM
/01 1. BLDG POSITION ON LOCAL 18L RWY THR R-016/1.08NM ELEV 345.3FT(INCLUDE ANTENNA), 225858N/1201216E
2. BLDG POSITION ON LOCAL 18L RWY THR R-352/1.48NM ELEV 297.7FT, 225900N/1201158E
3. RMK/OBST ARE LGTED

C0340 OBST VALID FM WIE TO PERM
OBST EXIST WI TWY STRIP AS FLWS:
LOCATION: ELEV.FT:
T1. 225653.7N 1201238.2E 59
T2. 225650.5N 1201237.2E 57
T3. 225641.5N 1201237.4E 49
T4. 225637.1N 1201237.5E 42
T5. 225632.6N 1201237.6E 44
T6. 225628.6N 1201237.0E 43
T7. 225627.4N 1201237.6E 59
T8. 225626.0N 1201237.8E 45
T9. 225623.2N 1201237.7E 34
T10. 225622.0N 1201237.1E 40
T11. 225618.5N 1201238.2E 59
T12. 225616.7N 1201238.0E 58

C0341 OBST VALID FM WIE TO PERM
OBST EXIST WI RWY 18L/36R STRIP AS FLWS:
LOCATION: ELEV/FT:
R1. 225622.2N 1201230.5E 36
R2. 225623.4N 1201224.5E 55
R3. 225623.4N 1201224.0E 53
R4. 225648.1N 1201232.5E 56

R5. 225706.4N 1201231.3E 63
R6. 225706.2N 1201232.0E 42
R7. 225706.6N 1201232.6E 56

C0465 OBST VALID FM WIE TO PERM
REPORT ACFT ARRESTING SYSTEM INFO AS FLWS:
1. BAK-12/14, HGT 14CM, AT 1200-1500FT FM THR
2. 61QSII, HGT 4.2M, AT THR, MAST HGT 7.6M WHEN ERRECTED

RCPO
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C0769 EXER VALID FM 0211070000 TO 0212120300
EFF: 0000-0900 ON 7 NOV
0000-0300 ON 12 DEC
AREA: 245240N/1210250E, 245130N/1210040E,
244920N/1210230E, 245150N/1210330E.
RMK: TFC CONCERNED KEEP CLOSE CONTACT WITH TAIPEI APP
ALT: SFC UP TO 2000FT

C0796 FRNG VALID FM 0212020000 TO 0212131300
EFF: 0000-0400, 0600-1000, 1100-1300 DLY ON 02-04, 13 DEC
AREA: 2450N, 2453N, 12101E, 12104E
RMKS: 1. TFC CONCERNED KEEP CLOSE CONTACT WITH RCPO TWR
AND TAIPEI APP.
2. LIAISON OFFICER AT RCPO TWR, FIRING WILL BE
SUSPENDED BY KNOWN TRAFFIC.
ALT: SFC UP TO 2000FT

C0797 FRNG VALID FM 0212020000 TO 0212131300
EFF: 0000-0400, 0600-1000, 1100-1300 DLY ON 02-06,
09-13 DEC
AREA: 245600N/1205400E, 245600N/1205600E, 245230N/1205810E
245230N/1205500E, 245230N/1205300E
RMKS: 1. TFC CONCERNED KEEP CLOSE CONTACT WITH RCPO TWR
AND TAIPEI APP.
2. LIAISON OFFICER AT RCPO TWR, FIRING WILL BE
SUSPENDED BY KNOWN TRAFFIC
ALT: SFC UP TO 2000FT

C0463 OBST VALID FM WIE TO PERM
REPORT ACFT ARRESTING SYSTEM INFO AS FLWS:
1. BAK-12/14, HGT 14CM, AT 1200-1500FT FM THR
2. 61QSII, HGT 4.2M, AT THR, MAST HGT 7.6M WHEN ERRECTED

RCQC
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C0315 AGA VALID FM WIE TO UFN
LGT FACILITIES WHICH DIFFER FROM ICAO ANNEX 14
SARPS ARE AS FLWS:
1. AD BCN FREQ, FAA STANDARD, 6 RPM
2. MALSR RWY 02, FAA STANDARD
3. RWY EDGE LGT WITHIN LAST 600M, NOT YELLOW
4. HGT/PSN OF MANDATORY/INFORMATION SIGNS
RMK/ACTION IS BEING TAKEN AND SOME ITEMS MAY BE CNL SOON

C0816 AGA VALID FM 0211301600 TO 0301201600
1. NORTH AND SOUTH WARM-UP AREA CLOSED DUE TO WIP.
2. THE FIRST 500FT OF RWY 02 CLOSED DUE TO WIP ON SOUTH
WARM-UP AREA.

C0784 AGA VALID FM 0211111400 TO 0212092200
1400-2200 DLY
DRAINAGE AND 61QS2 ENG ROOM WIP, ALL ACFT
ARE CAUTION ADVISED TO KEEP CLSD CTC WITH RCQC TWR.)

C0167 TWY VALID FM 0203252200 TO UFN
1. NORTH PORTION OF EAST TWY CLSD (FROM NR 2 CONNECTION WAY
TO NORTH WARM UP AREA) DUE WIP, ACFT TKOF/LDG VIA NR 1,
NR 2 CONNECTION WAY TO ENTER/LEAVE RWY.
2. ACFT USE 02 RWY VIA NR 1 CONNECTION WAY ENTER RWY TO 02
RWY THR ROTATING TKOF, ACFT LDG VIA NR 2 CONNECTION WAY
LEAVE RWY.
3. ACFT USE 20 RWY VIA NR 2 CONNECTION WAY ENTER RWY TO 20
RWY THR ROTATING TKOF, ACFT LDG VIA NR 1 CONNECTION WAY
LEAVE RWY.

4. ALL ACFT ARE CAUTION ADVISED AND REQUIRED TO KEEP CLOSE CONTACT WITH RCQC TWR.

C0180 TWY VALID FM 0203312200 TO UFN

1. EAST TWY OF SOUTH SIDE 0 TO 1300FT AND SOUTH WARM UP AREA CLSD DUE TO WIP
2. ACFT USE 02 RWY VIA NR 1 CONNECTION WAY ENTER RWY TO 02 RWY THR ROTATING TKOF, ACFT LDG VIA NR2 CONNECTION WAY LEAVE RWY
3. ACFT USE 20 RWY VIR NR 2 CONNCECTION WAY ENTER RWY TO 20 RWY THR ROTATING TKOF, ACFT LDG VIR NR1 CONNECTION WAY LEAVE RWY
4. THE WORK AREA IS BLOCKED BY BARRICADES WITH RED FLASHING LGT ON TOP
5. ALL ACFT ARE CAUTION ADVISED AND REQUIRED TO KEEP CLOSE CONTACT WITH RCQC TWR

C0443 ILS VALID FM 0207021600 TO UFN
ILS GP 331.4MHZ FOR RWY02 U/S DUE TO WIP

C0089 OBST VALID FM WIE TO PERM
3M-HIGH NOISE MONITOR MAST ERRECTED WI RWY STRIP AS FLWS
(REF TEXT FOR DETAILS)

C0469 OBST VALID FM WIE TO PERM
REPORT ACFT ARRESTING SYSTEM INFO AS FLWS:
1. BAK-12/14, HGT 14CM, AT 1200-1500FT FROM THR
2. 61QSII, HGT 4.2M, AT THR, MAST HGT 7.6M WHEN ERRECTED

RCSQ

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C0466 OBST VALID FM WIE TO PERM
REPORT ACFT ARRESTING SYSTEM INFO AS FLWS:
1. BAK-12/14, HGT 14CM, AT 1200-1500FT FM THR
2. MAIA, HGT 97 CM, AT 0-150FT FM THR

RCWA

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RCYU

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A1122 FRNG VALID FM 0212040330 TO 0212241000
EFF: 1) 0000-0300, 0600-0800 DLY ON 11, 17, 24 DEC
2) 0330-0530, 0800-1000 DLY ON 4, 11, 17, 24 DEC
0330-0530 ON 5 DEC
AREA: (R-17)
2343N/12205E, 2343N/12238E, 2320N/12238E,
2300N/12205E.
RMK: AIRSPACE BLOCKED.
ALT: 1. SFC UP TO 3000FT
2. SFC UP TO 37000FT

A0829 AGA VALID FM WIE TO UFN
/01 REF AIP RCYU AD2-3 RWY 03 IS NOT EQUIPPED WITH CAT I ALS
AS ICAO ANNEX 14, 5.3.4.10 REQUIRES

C0597 AGA VALID FM WIE TO UFN
FIRE ENGINE NO.1 U/S, FIRE ENGINE NO.2 STILL AVBL

C0754 AGA VALID FM 0210271600 TO 0212291600
03 RWY WARM-UP AREA CLSD DUE TO WIP.

RMK: TFC CONCERNED KEEP CLOSE CONTACT WITH RCYU TWR.

C0628 TWY VALID FM 0208311600 TO PERM
REF HUALIEN AIRPORT TWY LAYOUT GRAPHICS OF AIP SUP
C033/02 DATED 13 AUG 2002, HAND AMEND TWY DESIGNATORS
1 THRU 5 TO READ E1 THRU E5 RESPECTIVELY. THE REST NC

AIP SUP TWY VALID FM 0208311600 TO PERM
C033

1. WITH EFFECT FM 0208311600, THE TWYS 1 THRU 5 LEADING TO CIVIL APRON WILL BE RE-DESIGNATED AS TWYS W1 THRU W5 RESPECTIVELY.
2. IN THE MEANTIME, ALL SIGNBOARDS ON WEST SIDE OF RUNWAY 03/21 AND TWYS W1 THRU W5 WILL BE RE-INSTALLED AS PER ICAO STANDARS

A0828 AGA VALID FM 0110082300 TO PERM
/01 WITH EFFECT FROM 2300 UTC OCT 8, 2001
HUALIEN AD IS AVAILABLE FOR THE ENTRY AND DEP OF INTL

CHARTERED FLT TO AND FROM JAPAN. THE FORMALITIES CONCERNING CUSTOMS, IMMIGRATION, HEALTH INSPECTION TO THE ABOVE-MENTIONED FLT AND PASSENGERS ARE AVAILABLE ON A RESTRICTED BASIS

A0832 AGA /01 VALID FM WIE TO UFN
REF AIP RCYU AD2-3 POWER SUPPLY CANNOT BE AUTOMATICALLY SWITCHED TO SECONDARY POWER SUPPLY. THIS DIFFERS FROM ICAC ANNER 14, 8.1.3 REQUIREMENTS

C0777 AGA /01 VALID FM WIE TO UFN
NORTHEAST EVACUATE WAY (BTN NR. 17 BAY AND NR. 32 BAY) CLSD DUE TO WIP. RMK: EAST TWY STILL OPS, ACFT CONCERNED
CLSD CTC WITH RCYU TWR CTL

C0766 AGA VALID FM WIE TO UFN
RCYU TWR HAD BEEN CHANGE TO NEW TERMINAL, BUT THE ROTATING BEACON LIGHT STILL KEEPS OPERATING ON THE ORIGINAL TERMINAL.

C0265 OBST VALID FM WIE TO 0304122400
ACFT SHALL KEEP CLOSE CONTACT WITH TWR DUE TO CRANE OPS NEAR TWR AREA WITH MAX HGT 62M (204FT), MIN DISTANCE TO RWY IS 344M. CRANES ARE LIGHTED BY RED STROBES ON TOP

C0467 OBST VALID FM WIE TO PERM
REPORT ACFT ARRESTING SYSTEM INFO AS FLWS:
1. BAK12/14, HGT 14 CM, AT 1200-1500FT FM THR
2. 61QSII, HGT 4.2M, AT THR, MAST HGT 7.6M WHEN ERECTED

C0692 OBST VALID FM WIE TO PERM
REPORT OBST WITHIN RWY/TWY STRIP AS FLWS,
NR COORD (WGS84) ELEV (FT)

1	N24 00 35	E121 36 35	49
2	N24 01 00	E121 36 41	40
3	N24 01 03	E121 36 39	46
4	N24 01 03	E121 36 40	40
5	N24 01 06	E121 36 42	41
6	N24 01 16	E121 36 45	40
7	N24 01 19	E121 36 45	41
8	N24 01 17	E121 36 52	42
9	N24 00 59	E121 36 44	41
10	N24 00 55	E121 36 50	36
11	N24 01 56	E121 37 14	46
12	N24 02 14	E121 37 27	42
13	N24 02 02	E121 37 12	46
14	N24 02 05	E121 37 13	44
15	N24 00 52	E121 36 48	36
16	N24 00 34	E121 36 36	48

RCAY

=====

RCKW

=====

A1100 FRNG VALID FM 0212010000 TO 0212200330
EFF: 0000-0330 DLY ON 1-5, 17-20 DEC
AREA: 2159N, 2206N, 12042E, 12047E
RMK: TFC CONCERNED KEEP CLOSE CTC WITH KAOHSIUNG APP
ALT: SFC UP TO 10000FT

RCGM

=====

RCRA

=====

C0798 FRNG VALID FM 0212040530 TO 0212270900
EFF: 0530-0900 DLY ON 4, 6, 11, 13, 18, 20, 25, 27 DEC
AREA: 2243N/12005E 2243N/12015E 2239N/12016E
RMK: AIRSPACE BLOCKED.
ALT: SFC UP TO 1000FT

RCLC

=====

RCQS

=====

Directorate-General of Civil Aviation

Aeronautical Inspection Directorate

The Netherlands
STD QUALIFICATION CERTIFICATE

NL-3/4

On behalf of the Dutch Civil Aviation Authority, a member of the Joint Aviation Authorities,
it is hereby certified that the undermentioned simulator operated by

Friendship Simulation Company V.O.F.

Location: Beek, Netherlands

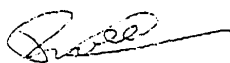
Aircraft type simulated : F27 Mk 50
Serialnumber : 002 (PH-MNU)
Visual system : Vital VII
Engine fit : PW125B

has satisfied the qualification requirements prescribed in document
JAR-STD1A and is qualified for level CG.
(primary reference document : AC 120-40A)

This certificate is not transferable and unless sooner suspended or revoked, shall
continue in effect until 4 September 2000 inclusive.

Hoofddorp, 26 August 1999

THE MINISTER OF TRANSPORT, PUBLIC WORKS AND WATER MANAGEMENT,
On behalf,
Head Flight Operations Inspectorate,
Directorate General of Civil Aviation,



R. Weenink

Postal address P.O. Box 575
2130 AN Hoofddorp The Netherlands
Visiting address Saturnusstraat 30

Telephone +31 (23) 566 30 00
Telefax +31 (23) 566 30 13
Telex 74592 rdh nl

Directorate-General of Civil Aviation

Aeronautical Inspection Directorate

The Netherlands
STD QUALIFICATION CERTIFICATE
NL-7/4

On behalf of the Dutch Civil Aviation Authority, a member of the Joint Aviation Authorities,
it is hereby certified that the undermentioned simulator operated by

Friendship Simulation Company V.O.F.

Location: ~~Beek~~ Netherlands

Aircraft type simulated : F27 Mk 50
Serialnumber : 001 (PH-TBD)
Visual system : Vital IV
Engine fit : PW125B

has satisfied the qualification requirements prescribed in document
JAR-STD1A and is qualified for level CG.
(primary reference document : AC 120-40A)

This certificate is not transferable and unless sooner suspended or revoked, shall
continue in effect until 3 September 2000 inclusive.

Hoofddorp, 25 August 1999

THE MINISTER OF TRANSPORT, PUBLIC WORKS AND WATER MANAGEMENT,
On behalf,
Head Flight Operations Inspectorate,
Directorate General of Civil Aviation,


R. Weenink

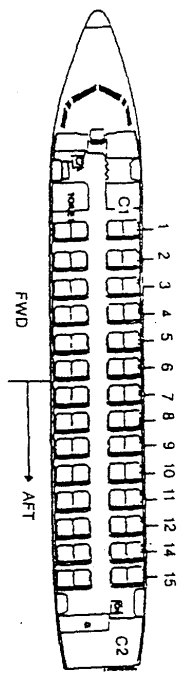
Postal address P.O. Box 575
2130 AN Hoofddorp The Netherlands
Visiting address Sabotusstraat 50

Telephone +31 (23) 566 30 00
Telefax +31 (23) 566 30 13
Telex 74592 rdli nl

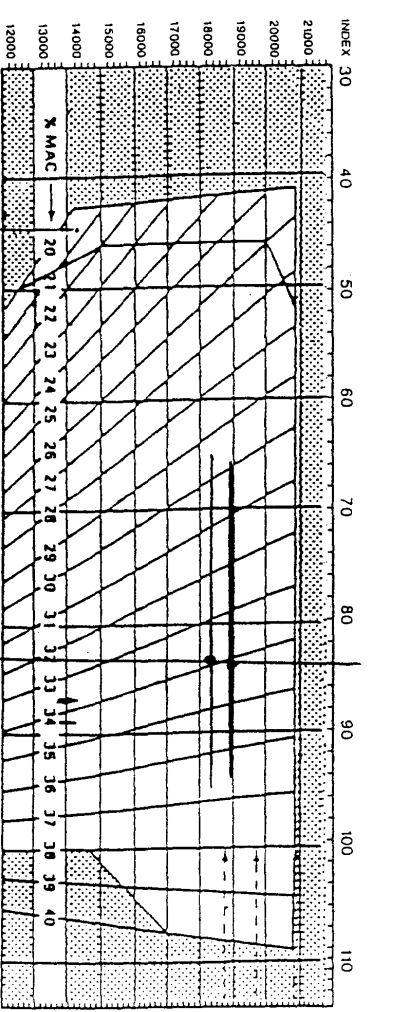


FORMOSA AIRLINES FOKKER-50 WEIGHT & BALANCE SHEET

DATE 06 Dec 2002	FLIGHT NO. 7932	FROM: HUN	REG. NO. B-12271	SEAT FIT 56
		TO: KHH		
BASIC INDEX 100- W(10514-H) 115214				
OBSERVER WT. KG INDEX 75 .5				



CARGO C1	FWD CABIN (24)	AFT CABIN (32)	BOW	FUEL	OPERATING WEIGHT	ZERO FUEL	LANDING	TAKE-OFF	WIND: OAT:	WIND: QNH:	TRIP	MAXIMUM WEIGHT FOR FUEL	ALLOWED TOW (LOWEST OF a,b,c)	OPERATING WEIGHT	ALLOWED PAYLOAD
WEIGHT INDEX	PAX WEIGHT INDEX	PAX WEIGHT INDEX	FUEL	OPERATING WEIGHT	ZERO FUEL	LANDING	TAKE-OFF	WIND: OAT:	WIND: QNH:	TRIP	MAXIMUM WEIGHT FOR FUEL	ALLOWED TOW (LOWEST OF a,b,c)	OPERATING WEIGHT	ALLOWED PAYLOAD	
50 -2	1 70 -2	1 70 -2													
100 -5	2 140 -3	2 140 -3													
150 -7	3 210 -5	3 210 -5													
200 -10	4 280 -6	4 280 -6													
250 -12	5 350 -8	5 350 -8													
300 -14	6 420 -9	6 420 -9													
350 -17	7 490 -11	7 490 -11													
400 -19	8 560 -12	8 560 -12													
450 -20	9 630 -14	9 630 -14													
500 -23	10 700 -15	10 700 -15													
550 -26	11 770 -17	11 770 -17													
600 -29	12 840 -18	12 840 -18													
650 -32	13 910 -20	13 910 -20													
700 -35	14 980 -21	14 980 -21													
750 -38	15 1050 -23	15 1050 -23													
800 -41	16 1120 -24	16 1120 -24													
850 -44	17 1190 -26	17 1190 -26													
900 -47	18 1260 -27	18 1260 -27													
950 -50	19 1330 -28	19 1330 -28													
1000 -53	20 1400 -30	20 1400 -30													
1050 -56	21 1470 -32	21 1470 -32													
1100 -59	22 1540 -33	22 1540 -33													
1150 -62	23 1610 -35	23 1610 -35													
1200 -65	24 1680 -36	24 1680 -36													
1250 -68	25 1750 -37	25 1750 -37													
1300 -71	26 1820 -38	26 1820 -38													
1350 -74	27 1890 -39	27 1890 -39													
1400 -77	28 1960 -40	28 1960 -40													
1450 -80	29 2030 -41	29 2030 -41													
1500 -83	30 2100 -42	30 2100 -42													
1550 -86	31 2170 -43	31 2170 -43													
1600 -89	32 2240 -44	32 2240 -44													



LOAD DISTRIBUTION SHEET PREPARED & CERTIFIED CORRECT

O.D. *[Signature]*

LOAD DISTRIBUTION SHEET PREPARED & CERTIFIED CORRECT

CAPT. _____

TO	LDG
34.2	33.7

MITOW 20820 KG
MLW 19730 KG
MZFW 18600 KG

第一聯：航務處(藍)
第二聯：機長(白)

飛機延遲及修正記錄表

MAINTENANCE DEFERMENT FLIGHT AND MAINTENANCE LOG

航空器型別: Fokker - 50 國籍標誌/機號: B-12271 編號: No. A 0001481
AIRCRAFT MODEL: NATIONALITY/MARKS

轉自維護記錄表 FROM MAINTENANCE LOG 項目 ITEM: 1		轉入維護記錄表 TRANSFER TO MAINTENANCE 項目 ITEM:	
ORIGINALING DETAIL		CLEARANCE DETAIL	
原始資料明細		結案資料明細	
列管級別 CATEGORY <input type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D MC (MEL: 章. 節. -)	29-32-01	結案日期 DATE: 年/月/日	/ /
轉入人	MR. A.R. JEE	結案站別 STATION:	
DEFERRED BY:	MR. A.R. JEE	結案及簽放人	
執照號碼 LICENSE NO.:	122456	CLOSED AND RELEASED BY:	
轉入日期 DATE: 年/月/日	2002 / 12 / 04	執照號碼	
轉入站別 STATION:	TSA	LICENSE NO.:	
延遲故障說明 DEFERRED DISCREPANCY	修正行動 CORRECTIVE ACTION		
"Tank PR" LIGHT illuminates in flight.			
Due to no time, cautious operation			
ANDER MEL 29-32-01 "Hydraulic			
RESERVOIR Pressurization "			

NOTE: 第一聯(黃色)執行延遲改正完工後送回機務部修課管
第二聯(紅色)延遲缺點發生時送回機務部修課管
第三聯(白色)隨機存底

Attachment 2 to AIP SUP C004/03

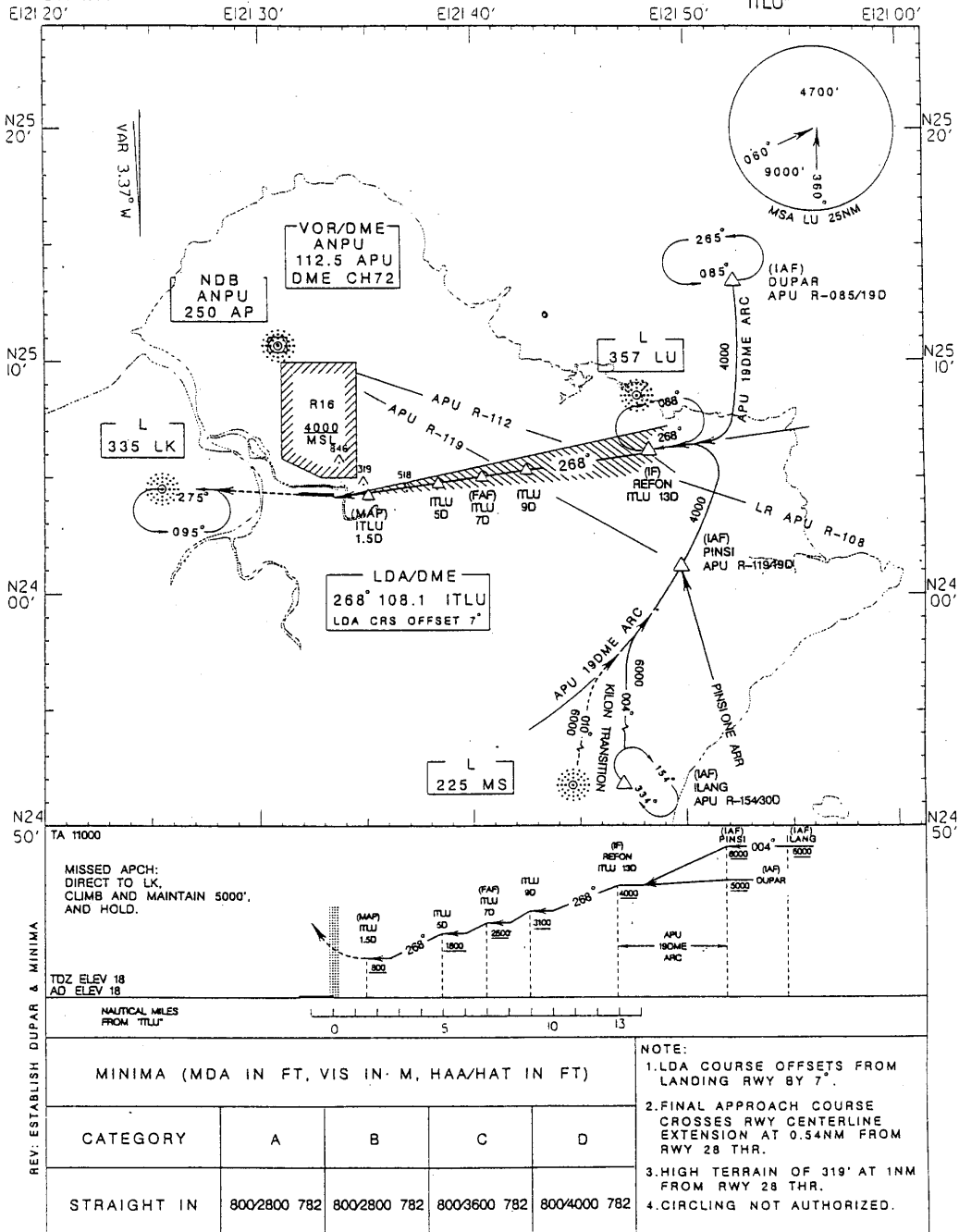
附件二

儀器進場圖
INSTRUMENT
APPROACH
CHART

標高 18 呎
ELEV 18 FT

TWR 118.1 126.3 236.6
APP 119.7 119.6 125.1
251.3 228.0 317.9
ATIS 127.4 341.0

台北-松山機場 -LDA /DME RWY28
TAIPEISUNGSHAN AD -LDA /DME RWY28
"ITLU"



中華民國交通部民用航空局
Civil Aeronautics Administration
Republic of China

92年 4月 17日
17 Apr 2003

35

Attachment 4 to AIP SUP C004/03

附件四

儀器進場圖
INSTRUMENT
APPROACH
CHART

標高 18 呎
ELEV 18 FT

TWR	118.1	126.3	236.6
APP	119.7	119.6	125.1
	251.3	228.0	317.9
ATIS	127.4	341.0	

台北-松山機場

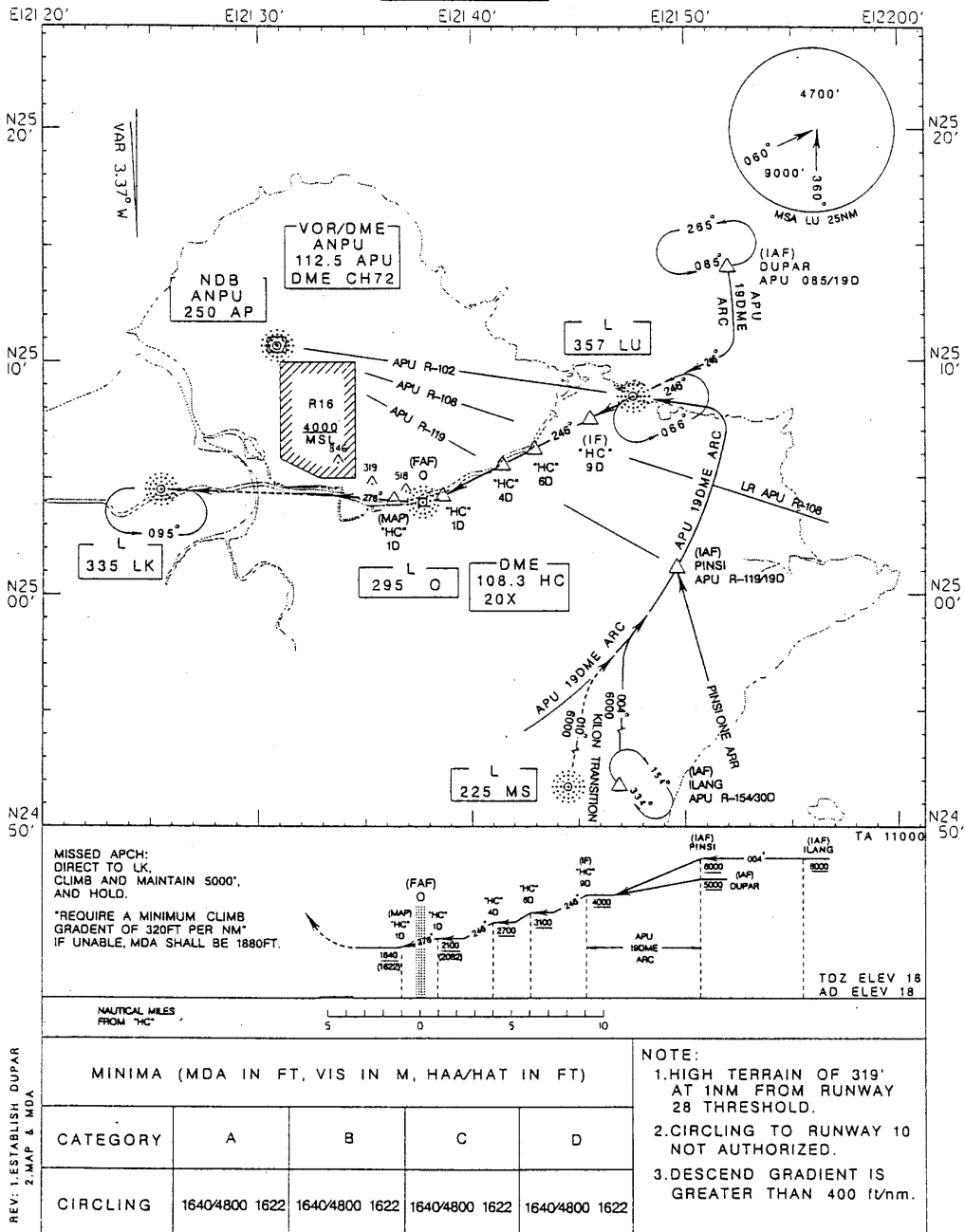
TAIPEISUNGSHAN AD

-NDB/DME-B

-NDB/DME-B

"O" LOCATOR

"HC" DME



中華民國交通部民用航空局
Civil Aeronautics Administration
Republic of China

92年 4月 17日
17 Apr 2003