

行政院所屬各機關因公出國人員報告書
(出國類別：實習)

MD-90 機型轉換模擬機檢定訓練報告書

服務機關：民用航空局
出國人員 職 稱：航務檢查員
姓 名：梅宏競
出國地點：日本，東京
出國期間：92.08.26~92.09.01
報告日期：92.09.24

H2/
CO9203468

系統識別號:C09203468

公 務 出 國 報 告 提 要

頁數: 34 含附件: 是

報告名稱:

MD-90機型轉換模擬機檢定訓練

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:

梅宏競 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: 日本

出國期間: 民國 92 年 08 月 26 日 -民國 92 年 09 月 01 日

報告日期: 民國 92 年 09 月 24 日

分類號/目: H2/航空 H2/航空

關鍵詞: MD-90機型轉換模擬機檢定訓練

內容摘要: 依據民用航空法航空人員檢定給證規定及立榮航空公司MD-90機訓練手冊之機型轉換訓練課目需求,擬訂計畫分二階段施訓;第一階段為學、術科訓練,共實施機種地面學科40小時(在國內施訓)及模擬機訓練12小時(在日本東京施訓),第二階段為模擬機術科考驗2小時(在日本東京施訓)。

本文電子檔已上傳至出國報告資訊網

目錄

	頁次
壹、目的-----	1
貳、過程-----	1-2
參、心得-----	3
肆、建議-----	4
伍、附件-----	4
一、MD-90 模擬機訓練課程表 (共 1 頁)	
二、MD-90 機種轉換訓練項目 (共 18 頁)	
三、MD-90 模擬機訓練紀錄 (共 7 頁)	
四、模擬機術科檢定報告表 (共 3 頁)	
五、檢定證影印本 (共 1 頁)	

壹、目的

本局新進航空安全檢查員梅宏競擬分配執行立榮航空公司 MD-90 機型業務，為符合民用航空法人員檢定給證規則之規定，特配合立榮航空公司訓練時程，前往日本東京接受 MD-90 模擬機訓練，以獲得機型檢定資格，俾利檢查業務之遂行，有效協助及監督航空公司之運作，以符合法規之要求及保障飛行安全。

貳、過程

一、訓練內容

本次模擬機訓練，係委請立榮航空公司依核准之訓練計畫及租用 JAS(JAPAN AIRWAYS SYSTEM)MD-90 模擬機實施，日前因受 SARS 影響未能成行，而順延於 92 年 08 月 26 日至 92 年 09 月 01 日完成訓練。

訓練課目配當包括：地面學科、模擬機訓練及考驗，由立榮航空公司之教師機師及委任檢定機師執行；訓練內容含：MD-90 機型系統、正常及不正常程序、裝備口試、地面開車與滑行、正常起飛、爬升、小轉彎、各種失速及不正常狀態改正、座艙失壓及緊急下降、電氣系失效、液壓系失效、操縱系故障、空中待命航

線、空中防撞預警系統之練習、放棄起飛、單發動機失效起飛及進場、低能見度儀器進場、環繞進場及重飛、風切及最大側風濕滑跑道之起飛與降落。訓練總時數計：地面學科 40 小時(於國內實施)、模擬機訓練/考驗共 14 小時（於日本東京分五日實施）。

MD-90 模擬機訓練課程表如附件一

MD-90 機種轉換訓練項目如附件二

MD-90 模擬機訓練紀錄如附件三

模擬機術科檢定報告表如附件四

檢定證影印本如附件五

二、行程

日期		起訖地點	詳細任務
月	日		
8	26	台北-東京	啟程赴日本
8	27	東京	模擬機訓練
8	28	東京	模擬機訓練
8	29	東京	模擬機訓練
8	30	東京	自修
8	31	東京	模擬機訓練
9	1	東京-台北	返程回台北

參、心得

模擬機訓練之要求重點在於增進組員間之溝通協調、分工合作、相互支援，以確保各項操作程序能精確而有效之操作，尤其模擬機可模擬各種可能發生的故障與突發狀況，不僅可使飛航人員，除對該型機之系統及裝備能有更深入的了解及運用外，更能精進受訓人員沉穩、鎮定之應變能力，充分發揮本職學能，化險為夷，最終達到確保飛航安全之目的。

MD-90 模擬機訓練教範係根據美國波音飛機製造公司之教範而來，其課程設計乃針對該機種之性能、程序、限度、操作要領及 ALAR/CFIT 結合 CRM 之訓練。而 J A S 訓練中心之模擬機裝備完善、保修精良，故於本次訓練過程中，可充分踏實的複習 MD-90 機型之操作，除獲得該機型檢定資格外，並經由與立榮機師間之互動，瞭解該公司之航務政策與理念、航務標準化作業程序與符合法規、制度、程序之一致性，深信在爾後檢查業務職掌中，能發揮應有之功能與素養，為落實飛航安全，克盡己職。

肆、建議

目前遠東、復興、立榮、華信等公司所屬之機型於國內並未俱備模擬機設施，必須於國外租用模擬機實施每年每人複訓兩架次，不僅增加公司之訓練成本，且受訓人員舟車勞頓，難免影響訓練成效，如遇重大突發事故如此次 SARS 疫情，則影響所及更為深遠。因此建議，當國內將設立民航訓練機構時，應考量成立一個模擬機訓練中心，除整合國內現有之各型模擬機外，並增設其他有需要之模擬機機型，如此非但落實航空人員之訓練，且於執行訓練查核時更能深入周全，提升航空人員素質，確保飛航安全。

伍、附件

- 一、MD-90 模擬機訓練課程表 (共 1 頁)
- 二、MD-90 機種轉換訓練項目 (共 18 頁)
- 三、MD-90 模擬機訓練紀錄 (共 7 頁)
- 四、模擬機術科檢定報告表 (共 3 頁)
- 五、檢定證影印本 (共 1 頁)

MD-90 SIMULATOR TRAINING SCHEDULE (Aug, 2003)

DATE	SEP.27	SEP.28	SEP.29	SEP.30	SEP.31		
TIME	WED	THU	FRI	SAT	SUN		
S 0900							
I 1							
2 1300							
S 1300							
I 1							
3 1700							
S 2130	FFS 1 LHS : 梅宏競 PNR : 譚英德	FFS 2 LHS : 梅宏競 PNR : 譚英德	FFS 3 LHS : 梅宏競 PNR : 譚英德	SELFSTUDY	FFS CHECK(2130-2330) LHS : 梅宏競 PNR : 王超凡		
I 1	IP: 王超凡	IP: 王超凡	IP: 王超凡		CA : 譚英德		
4 0130							
<p>1. M3 BUILDING : MAINTENANCE AREA NO. 3 BUILDING(JAS MD90 FFS IN THIS BUILDING)</p> <p>2. HOTEL : TOKYU STAY KAMATA 30-3, Higashi-Kamata 2-chome Ota-ku, Tokyo 144-0031, Japan (TEL : 03-3737-0109 FAX : 03-3737-3109)</p> <p>3. TO MINIMIZE THE PROBLEM FOR JAS, PILOT SHOULD NOT ASK JAS'S STAFF ARRANGEMENT OF TRANSPORTATION :</p> <p>4. TRANSPORTATION PICK UP TIME : S - 4 T.S.HOTEL---->M3 BUILD 20:00</p> <p>5. INSTRUCTIONS OF OPEN M3 BUILDINGS' DOOR : (1) OPEN THE BOX COVER (2) PRESS "ON" (left down corner) (3) PRESS "9077" (4) PRESS "KEY" (right down corner)</p> <p>M3 BUILD. -----> T.S. HOTEL 01:40 (23:40 only on Aug.31)</p>							

Chapter 2: Initial Full Flight Simulator

2.1. Initial FFS Lesson Plans

2.1.1 FFS Lesson 1

<u>AIRPORT</u>		<u>ENROUTE</u>	
ORIGIN	RCSS (Sungshan)	ROUTE	SITZE 2 DEP, TONPU Transition, W4
COMPANY	TSATNN01	RWY	10
		CRZ ALT	FL200
		CRZ WIND	
DESTINATION	RCNN (Tainan)		
ALTERNATE	RCKH (Kaohsiung)		

PERFORMANCE DATA

GW	58,200 KGS
FUE	6,000 KGS
ZFW	53,200 KGS
RSV	2,600 KGS
CI	14
ISA DEV	±0
CG	10%
FLAPS	11

WEATHER

RCSS 10010KT CAVOK 15/10 Q1013
 RCNN 00000KT CAVOK 15/10 Q1013
 RCKH 09010KT CAVOK 15/10 Q1013

CLEARANCE

Glory 895 is cleared to Shikang VORTAC via SITZE 2 departure TONPU transition W4, maintain 5,000' expect FL200 10 miles from Sungshan airport. Departure frequency 119.6, squawk 4301.

LESSON SUMMARY

This lesson will introduce the basic flight characteristics of the airplane. Ground operation, normal takeoffs and landings will be practiced.

LESSON OBJECTIVES

MD 90 SIMULATOR TRAINING SYLLABUS

- . Practice normal procedures, CRM, SOP and call outs
- . Practice MCDU, FGCP operation and FMA callouts
- . Become familiar with the flight characteristics of the airplane
- . Introduce normal takeoff and landing maneuvers

PREFLIGHT

- . Instructor will brief trainees on simulator safety and emergency procedures
- . Normal cockpit preparation
- . Seat position and pilot eye target locator
- . Seat belts and shoulder harness operation
- . Briefing cockpit lighting adjustments
- . Departure briefing

ENGINE START

- . Normal procedures

TAXI OUT AND TAKE OFF

- . Taxi techniques
- . Clear taxi area
- . Recommended breakaway thrust maximum 1.1 EPR
- . Nosewheel steering / Rudder pedals
- . Taxi speed
- . T/O thrust setting and directional control

CLIMB AND CRUISE

- . Autopilot with NAV and HDG SEL
- . Thrust reduction and FLAP / SLAT retraction
- . Standard callouts and procedures
- . FMA usage: VNAV then Max Angle Climb to 7,000 ft
250 knots climb to 10,000 ft, 300 knots climb to FL200
- . VNAV CRZ DEST to 10,000 ft with speed 250 knots

AIRWORK

- . Acceleration to and deceleration from VMO
- . Time and distance when deceleration from VMO to 300 knots and 250 knots
- . Effect of speed brakes while deceleration
- . Speed 250 knots, Steep Turns
- . Approach to stall recovery
(Clean, Turning and Landing configuration)

DESCENT, APPROACH AND LANDING

- . Radar vector ILS RWY 36R approach and Autoland (demo purpose only)
- . Freeze simulator when needed to show thrust setting and attitudes

MD 90 SIMULATOR TRAINING SYLLABUS

立榮航空
UNI AIR



- . Reposition for normal takeoff roll and rotation exercises
- . Reposition for landing flare and rollout exercises

TAXI-IN AND PARK

- . After landing procedures and check
- . Parking procedures and shut down check

MD 90 SIMULATOR TRAINING SYLLABUS



2.1.2 FFS Lesson 2

AIRPORT

ORIGIN RCSS (Sungshan)

COMPANY TSAKHH01

DESTINATION RCKH (Kaohsiung)

ALTERNATE RCTP (C.K.S.)

ENROUTE

ROUTE SITZE 2 DEP, TONPU Transition
W4

RWY 10
CRZ ALT FL220
CRZ WIND

PERFORMANCE DATA

GW 61,000 KGS
FUEL 8,000 KGS
ZFW 53,000 KGS
RSV 2,600 KGS
CI 14
ISA DEV +5 C
CG 12%
FLAPS 11

WEATHER

RCSS 15015KT 4800 BKN015 25/20 Q1013
RCKH 17014KT 6000 BKN015 26/22 Q1015
RCTP 14015KT 5000 BKN015 25/21 Q1014
RCNN 30010KT 4000 BKN020 26/20 Q1014

CLEARANCE

Glory 803 is cleared to KIZIN DME Fix via SITZE 2 departure TONPU Transition, W4, KIZIN 1 Arrival maintain 5,000' expect FL220 10 miles from Sungshan airport. Departure frequency 119.6, squawk 4303.

LESSON SUMMARY

This lesson concentrates on the flight characteristics of the airplane with an engine inoperative. The flight profile introduces missed approach with an engine inoperative and circling approach will be introduced.

LESSON OBJECTIVES

- . Practice Rejected Take Off and Situation Awareness during RTO
- . Practice Automation by using FMS for departure and arrival
- . Introduce TCAS scenario
- . Practice Non-Precision Approach and circling approach
- . Practice V1 cut and One Engine ILS approaches

PREFLIGHT

- . Normal Cockpit preparation

ENGINE START

- . Engine Manual Start (R ENG AUTO START INOP)
- . Engine failures demo

TAXI OUT AND TAKE OFF

- . Normal takeoff
- . Rejected Takeoff and crew member's situation awareness
- . Normal takeoff with cross wind

CLIMB AND CRUISE

- . FMS ECON/SEL SPD Climb and CRUISE CLB to Cruise altitude
- . Tail Temp High
- . Reroute to RCSS to practice FMS usage

DESCENT AND APPROACH

- . Area arrival with FMS operation: CRZ Descent and VNAV Descent
- . TCAS scenario
- . Holding and FMS Hold Page modification
- . LOC RWY 10 approach (LOC / VNAV)
cross wind, rejected landing
- . Reposition near to PINSI for LOC DME RWY 28 approach
- . Rose/ ARC mode approach with 15 kts cross wind

TAKE OFF - ENGINE FAILURE AT V1 AND ILS APPROACH

- . V1 Cut practices (with no crosswind)
- . Take off, Engine Failure at V1
- . One Engine ILS RWY 10 A/P approach / Missed Approach
- . One Engine ILS RWY 10 FD approach / landing

TAXI-IN AND PARK

- . Normal procedures

MD 90 SIMULATOR TRAINING SYLLABUS

2.1.3 FFS Lesson 3

AIRPORT

ORIGIN RCTP (Taipei C.K.S)

ENROUTE

ROUTE A577,
ANDRE, G86, KAPLI
DIRECT IDOSI, P901
DAN, A1, UBL, W1,
BKK, G458 PUT,

RWY 05
CRZ ALT FL280
CRZ WIND P20

DESTINATION VTSP (Phuket)

ALTERNATE VTSB (Sura Thani)

PERFORMANCE DATA

GW 70,000 KGS
FUEL 16,000 KGS
ZFW 54,000 KGS
RSV 2,600 KGS
CI 14
ISA DEV +5 C
CG 11%
FLAPS 9 (or As per RAM)

WEATHER

RCTP 36005KT 9999 OVC015 25/20 Q1013
VTSP 16017KT 9999 FEW015 34/21 Q1015
VTSB 24010KT 9999 FEW030 35/25 Q1013

CLEARANCE

Glory 63 is cleared to Phuket airport via SUIT 1 departure A577 G86 flight plan route.
Maintain FL280. Departure frequency 125.1, squawk 2604.

LESSON SUMMARY

The flight crew will review actions regarding windshear avoidance, precautions and recovery. They will practice windshear encounters to emphasize windshear recognition by reference to flight instruments and crew coordination. The flight profile introduces Non-normal configuration approach and landing.

LESSON OBJECTIVES

. Practice Abnormal procedures

MD 90 SIMULATOR TRAINING SYLLABUS

- . Practice reject take off with maximum T/O weight
- . Introduce and practice windshear recovery techniques
- . Practice FGCP operation
- . High Altitude performance demonstration
- . Practice Emergency Descent
- . Practice No Flap / No Slat approach and landing
- . Practice One Engine Non-Precision Approaches

PREFLIGHT

- . Normal cockpit preparation
- . PFD or ND Failure

ENGINE START

- . Auto Start - Engine Start Aborted

TAKE OFF

- . Reject takeoff exercises

CLIMB AND CRUISE

- . Radar vector after take off
- . Climb to 8,000 ft, traffic cause Level Off (Long climb)
- . Climb to 10,000 ft (Short Climb)
- . Climb to FL280 at 300 knots (Long Climb and cruise at Mach .76)
- . High Altitude Performance DEMO
- . Set MCT and accelerate to Mach Buffet
- . Demonstrate Dutch Roll with Yaw Damper OFF and ON

DESCENT AND APPROACH

- . FLOW LIGHT ILLIMINATED or FLOW DROPS TO LO
- . Unable to control Cabin Pressure,
Rapid Decompression / Emergency Descent
- . Complete Rapid Descent training, system reset normal
- . Right Hydraulic Pressure Low - System Fluid Loss
- . Left Hydraulic Pressure Low - Eng Hyd Pump Failure
- . Landing With No Hyd Press
- . No Flap/No Slat or Flaps O/Slats Ext. Ldg.
- . Radar vector for ILS Rwy 05 or visual approach

WINDSHEAR EXERCISES

- . Practice Windshear recovery on takeoff, rotation, and/or, approach

V1 CUT, ONE ENGINE APPROACH

- . Take off, Engine Severe Damage at V1
- . ILS RWY 05 approach / go around + ILS RWY 05 approach / landing

MD 90 SIMULATOR TRAINING SYLLABUS



CIRCLE TO LAND

- . LOC RWY 05 approach circle to RWY 23

TAXI-IN AND PARK

- . Normal procedures
- . After landing procedures and check
- . Parking procedures and shut down check

MD 90 SIMULATOR TRAINING SYLLABUS



2.1.4 FFS Lesson 4

AIRPORT

ORIGIN RCSS(Sungshan)

COMPANY TSAKHH01

DESTINATION RCKH(Kaohsiung)

ALTERNATE RCNN(Tainan)

ENROUTE

ROUTE SITZE 2 DEP, TONPU
Transition, W4

RWY 10
CRZ ALT FL220
CRZ WIND

PERFORMANCE DATA

GW	61,000 KGS
FUEL	8,000 KGS
ZFW	53,000 KGS
RSV	2,600 KGS
CI	14
ISA DEV	+5 C
CG	12%
FLAPS	13

WEATHER

RCSS 04015KT 5000 RA BKN015 OVC020 27/26 Q1010
RCKH 16017KT 9999 FEW015 28/23 Q1013
RCNN 20015KT 8000 FEW020 27/20 Q1012
RCYU 11015KT 9999 FEW20 28/20 1011

CLEARANCE

Glory 805 is cleared to KIZIN DME Fix via SITZE 2 departure TONPU Transition, W4, KIZIN 1 Arrival maintain 5,000' expect FL220 10 miles from Sungshan airport. Departure frequency 119.6, squawk 4305.

LESSON SUMMARY

This lesson concentrates on the Non-normal procedures associated with the electrical systems. The profile continues the practice of circling approach, and introduce GPWS (CFIT).

LESSON OBJECTIVES

- . Practice Engine Pneumatic Cross Start
- . Practice Electrical System Abnormal procedures
- . Practice precision / non precision approaches
- . Practice ILS Raw Data approach

MD 90 SIMULATOR TRAINING SYLLABUS

立榮航空
UNI AIR



PREFLIGHT

- . Normal cockpit preparation
- . APU INOP released by MEL

ENGINE START

- . External Power and Air (GPU) start
- . Engine Pneumatic Cross Start

TAXI

- . AC Emer Bus Off, DC Emer Bus Off or XFER Bus Off

TAKE OFF

- . Normal take off, Complete Loss of AC Power, RTO before V1
- . Normal take off, 1,000 ft LAC Power Fault

CLIMB, EMERGENCY AND LANDING

- . NAV/VNAV climb to 10,000 ft
 - L BUS TIE LOCKOUT or Elec Smoke of Unknown Origin (Emergency power normal)
(For IP discretion)
- . ILS RWY 10 raw data approach and landing

RESET FOR APPROACH AND LANDING

- . Reposition to Tainan airport, near TNN, 3000 FT for VOR DME RWY18L approach circle to RWY36R and practice max crosswind landing
- . Reposition to KHH airport, near KIZIN, 3000 FT radar vector for KHH NDB DME RWY09 approach max cross wind practice.

MAXIMUM CROSS WIND TAKEOFF AND LANDING (30K)

- . Reposition to takeoff position for Max cross wind T/O
- . Reposition on final for approach and landing

TAXI-IN AND PARK

Normal procedures



2.1.5 FFS Lesson 5

AIRPORT

ORIGIN RCKH (Kaohsiung)

COMPANY KHHTSA01

DESTINATION RCSS (Sungshan)

ALTERNATE RCTP (C.K.S.)

ENROUTE

ROUTE ShiKang 2 DEP, W4
ZONLI 1 ARR.

RWY 09
CRZ ALT FL230
CRZ WIND

PERFORMANCE DATA

GW 61,000 KGS
FUEL 8,000 KGS
ZFW 53,000 KGS
RSV 2,600 KGS
CI 14
ISA DEV +5 C
CG 12%
FLAPS 11

WEATHER

RCKH 18015KT 9999 OVC020 25/20 Q1013
RCSS 16017KT 1000 BR FEW015 23/20 Q1015
RCTP 13018KT 2400 HZ FEW010 24/20 Q1016

CLEARANCE

Glory 827 is cleared to Zonli DME Fix via Shikang2 departure W4 ZONLI 1 Arrival. Maintain FL230. Departure frequency 124.7, squawk 1107.

LESSON SUMMARY

This lesson emphasize CRM and introduce crew incapacitation during take off roll. The profile continues the practice of secondary flight control difficulties. Maximum crosswind takeoffs and landings are also practiced.
. Practice landing in Flap/Slat malfunction situation

PREFLIGHT

. Normal cockpit preparation

ENGINE START

. Engine Start Aborted (TAIPIPE FIRE OR TORCHING)

MD 90 SIMULATOR TRAINING SYLLABUS



- . Normal Engine start

TAXI

- . Normal procedures

TAKE OFF

- . Before V1, RTO
- . Resume normal take off

CLIMB

- . Runaway Stab Trim
Runaway primary stab trim

DESCENT, APPROACH AND LANDING

- . Stab trim inop
- . RCSS below minimum, Radar vector ILS RWY 09 approach / landing

SYSTEM MALFUNCTION APPROACHES AND LANDINGS

- . Reposition clean configuration at 12,000 ft / 280 knots,
SPLIT FLAP (Flaps O/Slats EXT. Ldg.) visual to land Rwy 09
- . Take off, Severe Engine Damage
- . Single Engine NDB RWY 09 approach (AP, AT and VNAV) / go around
- . Single Engine NDB RWY 09 approach / landing

CIRCLE TO LAND

- . Reposition to Fengnin airport, takeoff from RWY 04
- . Vector for VORDME D approach, circle to land RWY04.

TAXI-IN AND PARK

- . Normal procedures
- . After landing procedures and check
- . Parking procedures and shut down check

MD 90 SIMULATOR TRAINING SYLLABUS



2.1.6 FFS Lesson 6

AIRPORT

ORIGIN RCSS (Sungshan)
COMPANY TSAKHH01
DESTINATION RCKH (Kaohsiung)
ALTERNATE RCNN (Tainan)

ENROUTE

ROUTE MUCHA 2 DEP, TONPU
Transition, W4
RWY 10
CRZ ALT FL220
CRZ WIND

PERFORMANCE DATA

GW 61,000 KGS
FUEL 8,000 KGS
ZFW 53,000 KGS
RSV 2,600 KGS
CI 14
ISA DEV +5 C
CG 12%
FLAPS 11

WEATHER

RCSS 33004KT 9999 OVC001 24/19 Q1013
RCTP 09015KT 9999 FEW018 24/19 Q1013
RCKH 16017KT 9999 FEW015 25/20 Q1015
RCNN 30015KT 9999 FEW020 24/19 Q1014

CLEARANCE

Glory 835 is cleared to KIZIN DME Fix via MUCHA 2 departure TONPU transition W4, KIZIN 1 Arrival, maintain 5,000' expect FL220 10 miles from Sungshan airport. Departure frequency 119.6, squawk 4310.

LESSON SUMMARY

In this lesson the trainee demonstrates his proficiency in both normal and Non-normal procedures. The profile is preparation for the lesson 7 check ride.

LESSON OBJECTIVES

- . Evaluate trainee performances
- . Progress check

PREFLIGHT

MD 90 SIMULATOR TRAINING SYLLABUS

- . Normal procedures

ENGINE START

- . Normal Engine start

TAXI

- . Normal procedures

TAKE OFF

- . Rejected takeoff
- . Cross wind take off
- . Instrument take off with 100 ft ceiling

CLIMB

- . Area departure with FMS to FL220
- . TCAS Scenario

AIRWORK

- . Rapid Decompression / Emergency Descent
- . Steep Turns
- . Departure and Landing Stalls

DESCENT AND APPROACHES

- . TPE ILS RWY 05 approach circling to Rwy 23 / Missed approach
- . GPWS Scenario
- . Hold at SEDUM
- . VOR DME RWY 05 approach / landing

SYSTEM MALFUNCTION APPROACHES AND LANDINGS

- . Eng Failure after V1 and before V2
- . Single Eng ILS RWY 05 approach/ go around / landing

MAXIMUM CROSSWIND TAKEOFF AND LANDING (30kts)

- . Reposition to takeoff position for Max. cross wind T/Os
- . Reposition on final for Max. cross wind landings

UNUSUAL ATTITUDE RECOVERY

- . High altitude pitch and roll upsets
- . Low altitude pitch and roll upsets

MD 90 SIMULATOR TRAINING SYLLABUS



TAXI-IN AND PARK

- . Normal procedures
- . Tail Temp High / APU Fire
- . On ground emergency
- . Passenger evacuation

**2.1.7 FFS Lesson 7**AIRPORT

ORIGIN RCSS(Sungshan)

COMPANY TSAKHH01

DESTINATION RCKH(Kaohsiung)

ALTERNATE RCNN(Tainan)

ENROUTEROUTE MUCHA 2 DEP, TONPU
Transition W4RWY 10
CRZ ALT FL220
CRZ WIND 27070 KTPERFORMANCE DATAGW 61,000 KGS
FUEL 8,000 KGS
ZFW 53,000 KGS
RSV 2,600 KGS
CI 14
ISA DEV +5 C
CG 12%
FLAPS 11WEATHERRCSS 33005KT 9999 OVC001 24/19 Q1013
RCTP 09015KT 9999 FEW018 24/19 Q1013
RCKH 16017KT 9999 FEW015 25/20 Q1015
RCNN 28015KT 9999 FEW020 24/19 Q1014CLEARANCE

Glory 841 is cleared to KIZIN DME Fix via MUCHA 2 departure TONPU transition W4, KIZIN 1 Arrival maintain 5,000' expect FL220 10 miles from Sungshan airport. Departure frequency 119.6, squawk 4311.

LESSON SUMMARY

This flight profile includes those procedures and maneuvers that can be evaluated in a motion visual simulator. The sequence may be changed and other non-normal or emergency procedures selected at the discretion of the check airman.

The check airman will provide appropriate instruction, weather information and air traffic clearances. In so far as possible, the flight will be conducted in on a real-time basis. Simulator systems faults will be removed after each full stop landing.

LESSON OBJECTIVES

MD 90 SIMULATOR TRAINING SYLLABUS

- . Evaluate trainee performances
- . Progress check

PREFLIGHT

- . Normal procedures

ENGINE START

- . Normal engine start or abnormal engine start

TAXI

- . Normal procedures

TAKE OFF

- . Cross wind take off
- . Instrument take off with 100 ft ceiling

CLIMB

- . Area departure with FMS to FL220
- . Gpws/CFIT Scenaria
- . TCAS Scenario

AIRWORK

- . Steep Turns
- . Departure Turning Stall and Recovery
- . Rapid Recompression / Emergency Descent

DESCENT AND APPROACHES

- . TPE ILS RWY 05 approach circling to Rwy 23
- . WINDSHEAR EXERCISES During Approach / Missed Approach
- . Hold at SEDUM or radar vectors for next approach
- . VOR DME Rwy 05 approach / landing

SYSTEM MALFUNCTION APPROACHES AND LANDINGS

- . Rejected takeoff
- . Engine Failure after V1 and before V2
- . Single Engine ILS RWY 05 approach/ go around / landing

TAXI-IN AND PARK

- . Normal procedures
- . Tail Temp High / APU Fire
- . On ground emergency

MD 90 SIMULATOR TRAINING SYLLABUS



. Passenger evacuation

MD 90

FULL FLIGHT SIMULATOR TRAINING RECORD



LESSON - 1

NAME OF PILOT (Chinese) 梅宏競		(English) MEI HUNG CHING		<input checked="" type="checkbox"/> CAPTAIN	A/C TYPE MD-90
EMPLOYEE NO	BASE JAS	DATE 2003.8.27	<input type="checkbox"/> F/O		FLIGHT INSTRUCTOR 王 凱 元
TYPE OF TRAINING <input type="checkbox"/> TRANSITION <input type="checkbox"/> UPGRADE <input type="checkbox"/> OTHERS _____			PERIOD TIME 2+00	TOTAL SIM TIME 2+00	
<u>PREFLIGHT</u> <input checked="" type="checkbox"/> Normal Procedures <input checked="" type="checkbox"/> Cockpit preparation <input checked="" type="checkbox"/> Seat belts and shoulder harness operation <input checked="" type="checkbox"/> Rudder pedals adjustment <u>ENGINE START</u> <input checked="" type="checkbox"/> Normal ENG start procedures <input checked="" type="checkbox"/> ED and SD panel display <u>TAXI-OUT AND TAKEOFF</u> <input checked="" type="checkbox"/> Normal procedures & call-outs <input checked="" type="checkbox"/> Rudder pedals/nosewheel steering <input checked="" type="checkbox"/> Taxi/braking technique <input checked="" type="checkbox"/> Takeoff roll and rotation <input checked="" type="checkbox"/> Normal T/O, SID, use NAV, HDG SEL, IAS & VERT SPD			<u>CLIMB & CRUISE</u> <input checked="" type="checkbox"/> Normal Procedures & call-outs <input checked="" type="checkbox"/> Max. angle climb <input checked="" type="checkbox"/> Cruise descent <input checked="" type="checkbox"/> Accel/Decel demonstration <input checked="" type="checkbox"/> Steep turns <input checked="" type="checkbox"/> Approach to stall <u>DESCENT, APPROACH AND LANDING</u> <input checked="" type="checkbox"/> Normal procedures & call-outs <input checked="" type="checkbox"/> Long/Short descent <input checked="" type="checkbox"/> Approach preparation <input checked="" type="checkbox"/> AUTOLAND ILS approach, full stop landing - Visual/Demo <input checked="" type="checkbox"/> Normal takeoff and rotation exercises <input checked="" type="checkbox"/> Normal landing and rollout exercises <u>TAXI-IN AND PARK</u> <input checked="" type="checkbox"/> Normal procedures <input checked="" type="checkbox"/> After landing procedure and check <input checked="" type="checkbox"/> Parking procedures and shut down check		
ADDITIONAL PROCEDURES					
REMARKS					
Normal progress!					
Pilots Initials 梅宏競			Signature of Instructor + Employee Number 王凱元 1100		

Date: 2003/8/5

MD 90

FULL FLIGHT SIMULATOR TRAINING RECORD

LESSON - 2



NAME OF PILOT (Chinese) 梅宏競		(English) MEI HUNG CHING		<input checked="" type="checkbox"/> CAPTAIN	A/C TYPE MD-90
EMPLOYEE NO	BASE JAS	DATE 2003.08.27	<input type="checkbox"/> F/O		FLIGHT INSTRUCTOR 王若凡
TYPE OF TRAINING <input type="checkbox"/> TRANSITION <input type="checkbox"/> UPGRADE <input type="checkbox"/> OTHERS _____			PERIOD TIME 2+00	TOTAL SIM TIME 4+00	
<u>PREFLIGHT</u> <input checked="" type="checkbox"/> Normal Procedures <input checked="" type="checkbox"/> Departure briefing <u>ENGINE START</u> <input checked="" type="checkbox"/> Auto start - ENG Start aborted <u>TAXI-OUT AND TAKEOFF</u> <input checked="" type="checkbox"/> Normal procedures <input checked="" type="checkbox"/> Normal T/O use FGCP <u>CLIMB & CRUISE</u> <input checked="" type="checkbox"/> Normal Procedures - VNAV <input checked="" type="checkbox"/> Turbulence mode operation <input checked="" type="checkbox"/> IAS/MACH transition <input checked="" type="checkbox"/> Rapid decompression - Emergency descent <input checked="" type="checkbox"/> Roll rate/Demo <input checked="" type="checkbox"/> Steep turns <input checked="" type="checkbox"/> Stall protection system and Pitch augmentation system demo			<u>DESCENT, APPROACH AND LANDING</u> <input checked="" type="checkbox"/> Normal procedures & call-outs <input checked="" type="checkbox"/> TCAS scenario <input checked="" type="checkbox"/> Long/Short descent <input checked="" type="checkbox"/> Approach preparation <input checked="" type="checkbox"/> DIR KIZIN and HOLD <input checked="" type="checkbox"/> ILS approach - GO around <input checked="" type="checkbox"/> NDB approach - GO around <input checked="" type="checkbox"/> ILS approach - Cross wind landing <input checked="" type="checkbox"/> Cross wind landing and rollout exercises <u>TAXI-IN AND PARK</u> <input checked="" type="checkbox"/> Normal procedures <input checked="" type="checkbox"/> After landing procedure and check <input checked="" type="checkbox"/> Parking procedure and shut down check		
ADDITIONAL PROCEDURES					
REMARKS					
Normal progress!					
Pilots Initials 梅宏競			Signature of Instructor + Employee Number 王若凡 100811		

Date: 2003/8/6

MD 90

FULL FLIGHT SIMULATOR TRAINING RECORD



LESSON - 3

NAME OF PILOT (Chinese) 梅宏競		(English) MEI HUNG CHING		<input checked="" type="checkbox"/> CAPTAIN	A/C TYPE MD-90
EMPLOYEE NO	BASE JAS.	DATE 2003.08.28	<input type="checkbox"/> F/O		FLIGHT INSTRUCTOR 王超凡
TYPE OF TRAINING <input type="checkbox"/> TRANSITION <input type="checkbox"/> UPGRADE <input type="checkbox"/> OTHERS _____			PERIOD TIME 2+00	TOTAL SIM TIME 6+00	
<u>PREFLIGHT</u> <input checked="" type="checkbox"/> Normal Procedures <input checked="" type="checkbox"/> Cockpit preparation <u>ENGINE START</u> <input type="checkbox"/> Abnormal starts - Manual start <input checked="" type="checkbox"/> Engine failures demo <u>TAXI-OUT AND TAKEOFF</u> <input checked="" type="checkbox"/> Normal procedures <input checked="" type="checkbox"/> Rejected takeoff <input checked="" type="checkbox"/> Normal T/O with cross wind <u>CLIMB & CRUISE</u> <input checked="" type="checkbox"/> Normal Procedures - FMS usage <input checked="" type="checkbox"/> ECON/SEL SPD CLB/CRZ CLB <input checked="" type="checkbox"/> Tail temp high <input checked="" type="checkbox"/> Return to RCSS			<u>DESCENT, APPROACH AND LANDING</u> <input checked="" type="checkbox"/> FMS area arrival: CRZ/VNAV descent <input checked="" type="checkbox"/> Holding and FMS hold page modification <input checked="" type="checkbox"/> LOC approach - use VNAV <input checked="" type="checkbox"/> Go Around/Rejected landing <input type="checkbox"/> NDB approach, crosswind landing (NAV/VNAV) <input type="checkbox"/> LOC Approach circle to land <input type="checkbox"/> ENG Failure at V1 - RTO <input type="checkbox"/> One engine ILS, A/P/missed approach <input type="checkbox"/> One engine ILS, FD/full stop landing <u>TAXI-IN AND PARK</u> <input checked="" type="checkbox"/> Normal procedures <input checked="" type="checkbox"/> Shutdown		
ADDITIONAL PROCEDURES					
REMARKS					
good progress!					
Pilots Initials 梅宏競			Signature of Instructor + Employee Number 王超凡 100A11		

Date: 2003/8/6

MD 90

FULL FLIGHT SIMULATOR TRAINING RECORD



LESSON - 4

NAME OF PILOT (Chinese) 梅宏競		(English) MEI HUNG CHING		<input checked="" type="checkbox"/> CAPTAIN	A/C TYPE MD-90
EMPLOYEE NO	BASE JAS	DATE 2003.08.28	<input type="checkbox"/> F/O	FLIGHT INSTRUCTOR 王勁凡	
TYPE OF TRAINING <input type="checkbox"/> TRANSITION <input type="checkbox"/> UPGRADE <input type="checkbox"/> OTHERS _____			PERIOD TIME 2+00	TOTAL SIM TIME 8+00	
<u>PREFLIGHT</u> <input checked="" type="checkbox"/> Normal Procedures <input checked="" type="checkbox"/> Cockpit preparation <input checked="" type="checkbox"/> PFD/ND failure <u>ENGINE START</u> <input checked="" type="checkbox"/> Normal Procedures <u>TAXI-OUT AND TAKEOFF</u> <input checked="" type="checkbox"/> Reject T/O with maximum T/O weight <input checked="" type="checkbox"/> Normal T/O <input checked="" type="checkbox"/> Normal Procedures - SID with FGCP operation <input checked="" type="checkbox"/> Red light illum with landing gear handle up <input checked="" type="checkbox"/> Short/Long climb <u>CLIMB & CRUISE</u> <input checked="" type="checkbox"/> Normal Procedures <input checked="" type="checkbox"/> High altitude performance demo <input checked="" type="checkbox"/> Dutch Roll - Demo <input checked="" type="checkbox"/> Flow light illuminated - or Flow drop to LO <input checked="" type="checkbox"/> Rapid decompression/Emer descent <input checked="" type="checkbox"/> Right HYD press low - Fluid loss <input checked="" type="checkbox"/> Left HYD pump failure			<u>DESCENT, APPROACH AND LANDING</u> <input checked="" type="checkbox"/> Landing with no HYD press <input checked="" type="checkbox"/> No FLAP/No SLAT ILS approach <input checked="" type="checkbox"/> Full stop landing <input type="checkbox"/> Windshear exercises <input type="checkbox"/> RTO exercises <input checked="" type="checkbox"/> 1 ENG - ILS approach , Go around <input checked="" type="checkbox"/> 1 ENG - ILS approach , Landing <input checked="" type="checkbox"/> LOC approach and circle to land <u>TAXI-IN AND PARK</u> <input checked="" type="checkbox"/> Normal procedures <input checked="" type="checkbox"/> After landing procedure and check <input checked="" type="checkbox"/> Parking procedure and shut down check		
ADDITIONAL PROCEDURES					
REMARKS					
Good progress!					
Pilots Initials 梅宏競			Signature of Instructor + Employee Number 王勁凡 - 00811		

Date: 2003/8/6

MD 90

FULL FLIGHT SIMULATOR TRAINING RECORD

LESSON - 5



NAME OF PILOT (Chinese) 梅宏競		(English) MEI HUNG CHING	<input checked="" type="checkbox"/> CAPTAIN	A/C TYPE MD-90
EMPLOYEE NO	BASE JAS	DATE 2003.8.29	<input type="checkbox"/> F/O	FLIGHT INSTRUCTOR 王超
TYPE OF TRAINING <input type="checkbox"/> TRANSITION <input type="checkbox"/> UPGRADE <input type="checkbox"/> OTHERS _____			PERIOD TIME 2+00	TOTAL SIM TIME 10+00
<u>PREFLIGHT</u> <input checked="" type="checkbox"/> Normal Procedures <input checked="" type="checkbox"/> Cockpit preparation <u>ENGINE START</u> <input checked="" type="checkbox"/> Abnormal starts - External power/ground air start <input type="checkbox"/> Engine pneumatic cross start <u>TAXI-OUT AND TAKEOFF</u> <input checked="" type="checkbox"/> Normal Procedures <input checked="" type="checkbox"/> AC/DC Emer Bus or XFER Bus off <input checked="" type="checkbox"/> Complete loss of AC power-RTO <input checked="" type="checkbox"/> Normal T/O, L/R/APU Gen off or AC pwr fault <u>CLIMB & CRUISE</u> <input checked="" type="checkbox"/> Normal Procedures - NAV/VNAV <input checked="" type="checkbox"/> Elec smoke of unknown origin <input checked="" type="checkbox"/> L bus tie lockout		<u>DESCENT, APPROACH AND LANDING</u> <input checked="" type="checkbox"/> ILS approach / Raw data - landing <input checked="" type="checkbox"/> LDA approach - circle to land <input checked="" type="checkbox"/> NDB approach - circle to land <u>TAXI-IN AND PARK</u> <input checked="" type="checkbox"/> Normal procedure <input checked="" type="checkbox"/> Shut down		
ADDITIONAL PROCEDURES				
REMARKS				
Good progress!				
Pilots Initials 梅宏競		Signature of Instructor + Employee Number 王超 100811		

Date: 2003/8/6

MD 90

FULL FLIGHT SIMULATOR TRAINING RECORD

LESSON - 6



NAME OF PILOT (Chinese) 梅宏競		(English) MEI HUNG CHING	<input checked="" type="checkbox"/> CAPTAIN	A/C TYPE MD-90
EMPLOYEE NO	BASE JAS	DATE 2003.8.29	<input type="checkbox"/> F/O	FLIGHT INSTRUCTOR 王超凡
TYPE OF TRAINING <input type="checkbox"/> TRANSITION <input type="checkbox"/> UPGRADE <input type="checkbox"/> OTHERS _____		PERIOD TIME 2+00	TOTAL SIM TIME 12+00	
<u>PREFLIGHT</u> <input checked="" type="checkbox"/> Normal Procedures - Cold weather operations <input checked="" type="checkbox"/> Cockpit preparation <input checked="" type="checkbox"/> FMS fail <u>ENGINE START</u> <input checked="" type="checkbox"/> Normal starts - cold wx operation <u>TAXI-OUT AND TAKEOFF</u> <input checked="" type="checkbox"/> Normal Procedures - Cold weather operations <input checked="" type="checkbox"/> Normal T/O, raw data <input checked="" type="checkbox"/> Low altitude level off <u>CLIMB & CRUISE</u> <input checked="" type="checkbox"/> Normal Procedures		<u>DESCENT, APPROACH AND LANDING</u> <input checked="" type="checkbox"/> VOR approach - circle to land <input checked="" type="checkbox"/> Windshear exercises - missed approach <input checked="" type="checkbox"/> SPLIT FLAP <input checked="" type="checkbox"/> FLAP/SLAT DISAG light illuminated <input checked="" type="checkbox"/> ENG fire or failure during takeoff <input type="checkbox"/> 1 ENG approach and landing with A/T inop <input checked="" type="checkbox"/> Full stop landing <u>TAXI-IN AND PARK</u> <input checked="" type="checkbox"/> Normal procedures <input checked="" type="checkbox"/> APU Fire <input type="checkbox"/> On ground emergency <input checked="" type="checkbox"/> Passenger evacuation		
ADDITIONAL PROCEDURES				
REMARKS				
Full flight training completed				
Ready for check!				
Pilots Initials 梅宏競		Signature of Instructor + Employee Number 王超凡 100A11		

Date: 2003/8/6

UNI CHECK / TRAINING FORM



File No.
License No.

Name 梅宏競		Employee No.		Training/Check Performed In <input type="checkbox"/> A/C # <input checked="" type="checkbox"/> SIM # JAS		Position <input checked="" type="checkbox"/> CAPT <input type="checkbox"/> F/O	
Date (yyyymmdd) 2003.03.31		Location JAS		Duration (HH+MM) 2#00		Fleet <input checked="" type="checkbox"/> MD90 <input type="checkbox"/> DH8	
<input type="checkbox"/> PT1	<input type="checkbox"/> PT2	<input type="checkbox"/> PC1	<input type="checkbox"/> PC2	<input type="checkbox"/> CURRENCY	<input type="checkbox"/> REQUAL.	<input type="checkbox"/> PAT	
<input checked="" type="checkbox"/> CAA/TYPE CHK		<input type="checkbox"/> A/C TRNG	<input type="checkbox"/> CRM LOFT	<input type="checkbox"/> MISC	<input type="checkbox"/>		<input type="checkbox"/>

GRADING (Check the appropriate column) S-Satisfactory U-Unsatisfactory W-Waived (For PC use only)

ITEM		S	U	W	ITEM		S	U	W	
ORAL	Technical Knowledge	✓			MISSED APPROACH	Rejected Landing	✓			
	Rules & Regulations	✓				Missed Approach	✓			
PREFLIGHT	Cockpit Setup	✓			LANDING	Missed Approach - Engine Out	✓			
	FMS Setup	✓				Normal Landing	✓			
	Clearance & Briefing	✓				WET/CONTAMINATE RWY	✓			
	Engine start	✓				Circling to Land	✓			
	Taxi & Ground Handling (CM1)	✓				One Engine Out Landing	✓			
TAKEOFF DEPARTURE	Normal Takeoff	✓			GENERAL	Cross-wind Landing 20 knots	✓			
	Takeoff with Engine failure	✓				TCAS	✓			
	Cross-wind Takeoff 20 knots	✓				GPWS	✓			
	Rejected Takeoff slow WET RWY	✓				Emergency Evacuation	✓			
Area Departure	✓			AIRMANSHIP / CRM	Situational Awareness	✓				
Aircraft Handling	✓				Teamwork	✓				
ATC Procedures	✓				Communications	✓				
Stall Recovery	✓				Decision Making	✓				
Steep Turns	✓				Work Load Management	✓				
AIRWORK ENROUTE	Rapid Descent	✓			NON NORMALS					
	Automation Management	✓								
	ARRIVAL APPROACH	Briefing / FMS Setup	✓							
		STAR	✓							
		<input checked="" type="checkbox"/> Holding <input checked="" type="checkbox"/> Procedure Turn <input type="checkbox"/> DME ARC	✓							
Non-precision Approach (NDB)	✓									
ILS Approach <input checked="" type="checkbox"/> Auto <input type="checkbox"/> manual	✓									
Engine Out Approach	✓									

Windshear Demonstrated <input checked="" type="checkbox"/> YES <input type="checkbox"/> T/O Prior V1 <input type="checkbox"/> T/O After V1 <input checked="" type="checkbox"/> Approach	Training / Check Performed in <input checked="" type="checkbox"/> LHS <input type="checkbox"/> RHS
--	--

Check Satisfactory <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Supplemental Training Requested <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DE or Check airman recommendation and Action
---	--	--

Remarks
TYPE2 CHECK SATISFACTORY:

Name of PIC/CADE Print: 梅宏競	Signature: 梅宏競	DE./License No. 1291201	Empl. No. 100738	I have noted the above comments Pilot's Initials: 梅宏競	CAA Insp. NIL.
---------------------------------------	-----------------------	--------------------------------	-------------------------	---	-----------------------

證明函 (CERTIFICATION)

茲證明 民航局 ~~航空公司~~ 姓名：相克競 證照號碼：
(Airline) (Name) (Certificate No.)

符合民用航空法第 25 條規定具有 ~~CPL~~ / ATPL 之資格，
於 92 年 8 月 31 日完成並通過 MD-90 機型之正駕駛 / ~~副~~
~~駕駛~~ 訓練及檢定，請核發執業證書及機型檢定證，有關該員之
訓練記錄將於 30 日內報局核備。

The undersigned hereby certifies that _____ who has met the
standard of CPL / ATPL in accordance with Article 25 of the ROC Civil
Aviation Law has successfully completed an approved course and check for
_____ type rating as a Captain / First Officer dated _____
We recommend the ROC CAA issue the Pilot License and A/C Type Rating
Endorsement to this pilot. The detailed training record will be submitted
To the authority within 30 days.

民航局委任檢定考試官：張素蓮
(CAA Designated Examiner's Signature)

委任證號 (Designated License No)：B91201

民航局檢查員：吳明鏡
(CAA Inspector's Signature)

申請日期：92 年 09 月 09 日

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

姓名: <u>楊景斌</u>	檢定證號碼: _____	飛行總時間: _____	本機型飛行時間: _____
Name: <u>楊景斌</u>	Ratings no: _____	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. 裝備測試口試或筆試 (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. 精準進場及落地 (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. 迷迭進場 (Missed approach)			S
空中動作 (In-flight maneuver)			
16. *急轉彎 (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/Up-set recovery (Specific flight characteristics / Up-set recovery)			N
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 (ATIS 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
----------------------	--	--------------------------------------

合格檢定項目 (機型及職位)

Eligible rating

MD-90 CAPTAIN

檢定日期
Date of check 2003.08.31

委託證書號碼
Designation No B91201

檢定人員簽署
D/E or C/A Signature 

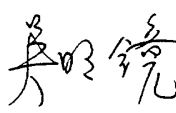
民航局檢查員措施 (CAA Inspector's Action)

准 Approved 不准 Disapproved

日期
Date

92.09.09.

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 101623
 Number
 IV. 姓名 梅宏競
 Name MEI, HUNG-CHING
 of Holder
 IVa. 出生日期 04/19/1953
 Date of Birth
 出生地點 臺灣
 Place of Birth TAIWAN
 VI. 國籍 中華民國
 Nationality REPUBLIC OF CHINA
 of Holder
 V. 住址 板橋市中正路一巷二弄8
 Address of Holder 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
MD-90	2003 ~ 2004 08/31 08/30
XIII. 限制 Limitation	

梅宏競

VII. 持用人
 Signature of Holder
 09/22/2003
 X. 發給日期
 Date of Issuance

