

行政院及所屬各機關出國報告

(出國類別：實習)

A-320/321 模擬機複訓報告書

服務機關：民航局

出國人員職稱：航務檢查員

姓名：陳鳴輝

出國地區：香港

出國期間：92.9.24-92.9.27

報告日期：92.11.25

H2/
C09204746

63

系統識別號:C09204746

公 務 出 國 報 告 提 要

頁數: 5 含附件: 是

報告名稱:

A-320/321模擬機複訓報告書

主辦機關:

交通部民用航空局

聯絡人/電話:

陳碧雲/(02)23496197

出國人員:

陳鳴輝 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: 香港

出國期間: 民國 92 年 09 月 24 日 -民國 92 年 09 月 27 日

報告日期: 民國 92 年 11 月 25 日

分類號/目: H2/航空 H2/航空

關鍵詞: A-320/321模擬機年度複訓

內容摘要: 本局實施美國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有該機種之複訓事宜，並建立因應本國民航制度的正確發展，並對飛航人員之考驗辦法列入模擬機複訓項目。尤對所有各項緊急操作程序的認識與了解，會增加飛行人員之信心。為解決以上各項疑題，應多加運用模擬機之練習次數。此一制度必應維持之，以利工作的推行。

本文電子檔已上傳至出國報告資訊網

A-320/321 模擬機複訓報告書目次

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A-320/321 模擬機複訓報告書

壹、目的：

依民航法航空人員檢定規則第七條第一項第一款規定，駕駛員檢定證有效期為一年，本人因持有 A320/321 機種檢定證，於 2003.11.05 到期，依規定應予複訓，以保持檢定證之效期，以符執行檢查工作之要求。

貳、過程：

年度模擬機複訓於 92 年 9 月 24 日至 92 年 9 月 27 日赴香港，租用 GECAT 訓練中心之 A-320 模擬機實施完成。GECAT 訓練中心之 A-320 模擬機發動機為 CFM56-5B4/V2527 型，儀表為 ECAM 由中國香港民航處認可合格，為 D 等級裝備，符合國際水準。

年度複訓由復興航空公司 IP 袁霆生擔任教官，DE 陸大衛實施考驗，訓練科目包括：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、雙液壓失效、單發動機降落、放棄起飛、V1 後發動機火警、操縱系故障、儀器降落、風切、最大側風降落、FMGS 之運用、Raw Data、待命、電、氣失效、CFIT/ALAR 練習，空中雙發動機熄火之應變，飛行管理導引系之運用、空中防撞預警系之練習，並於三萬伍仟英呎之高空中單發動機失效後，如何計算單發動機(有效發動機)之昇限、降之策略考量、運用以及失效發動機之空中起動限制、程序，以期達到安全降落之目的。本年度複訓增加 CAT-II 地面學科及模擬機訓練，針對此一科目重點就是按步就班檢查 CRM 之有效運用，判斷正確飛機操控在駕駛員手中，沉著因應低能見度進場必能順利。本次訓練地面學科計 16 小時（台北學科訓練二日）及模擬機 4 小時分四日實施。重點在（CRM）組員間之協調與合作、國際性一般規定，正常與不正常程序等，力求達到飛安目的。

本次複訓對該機型更進一步深入，亦複習許久未做緊急程序、爾後擔任檢查員之工作更能有效執行。

參、心得：

本次複訓將訓練科目均能精益求精復習，相信在未來擔任檢查員之工作更能有效的察覺被檢查的人員，所需要幫助的地方以期使之精益求精要求航空公司飛航組員更加細膩，力求航空公司飛航安全更能獲得保證。近年全球發生飛安事故人為錯誤所佔比率均高於機械、天候，唯有反覆練習再練習，程序熟練再熟練，才能肯定獲得更高的飛行安全。

GECAT 訓練中心模擬機等設備，可稱為達到國際水準，訓練考驗由復興航空 IP DE 擔任，彼此合作良好。輔助教學設施亦完備，該公司不論軟、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。

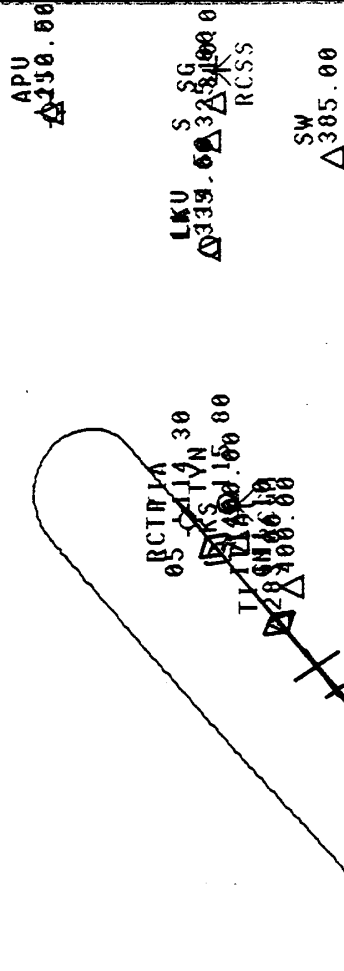
A320 為新型機種，模擬機亦能隨即改進。確實難能可貴，對飛行人員絕對有所幫助。本次複訓所有科目記錄詳如附件。

肆、建議：

GECAT 訓練中心模擬機等設備，可稱為達到國際水準，唯復興航空公司使用 A320 型機均為區域航線，台北松山機場及中正機場為主要基地，有關中正機場翻修過的地面燈光系統、機坪標線設施等，復興航空公司應主動提供相關 AIP 中資料，GECAT 訓練中心修改模擬機內之軟體，在訓練 CAT-II 地面科目時更為有效。

RADIUS : 30 Nm
 MAP CENTER : RCTP

RCTP BEARG : 50°
 RANGE : 7 Nm

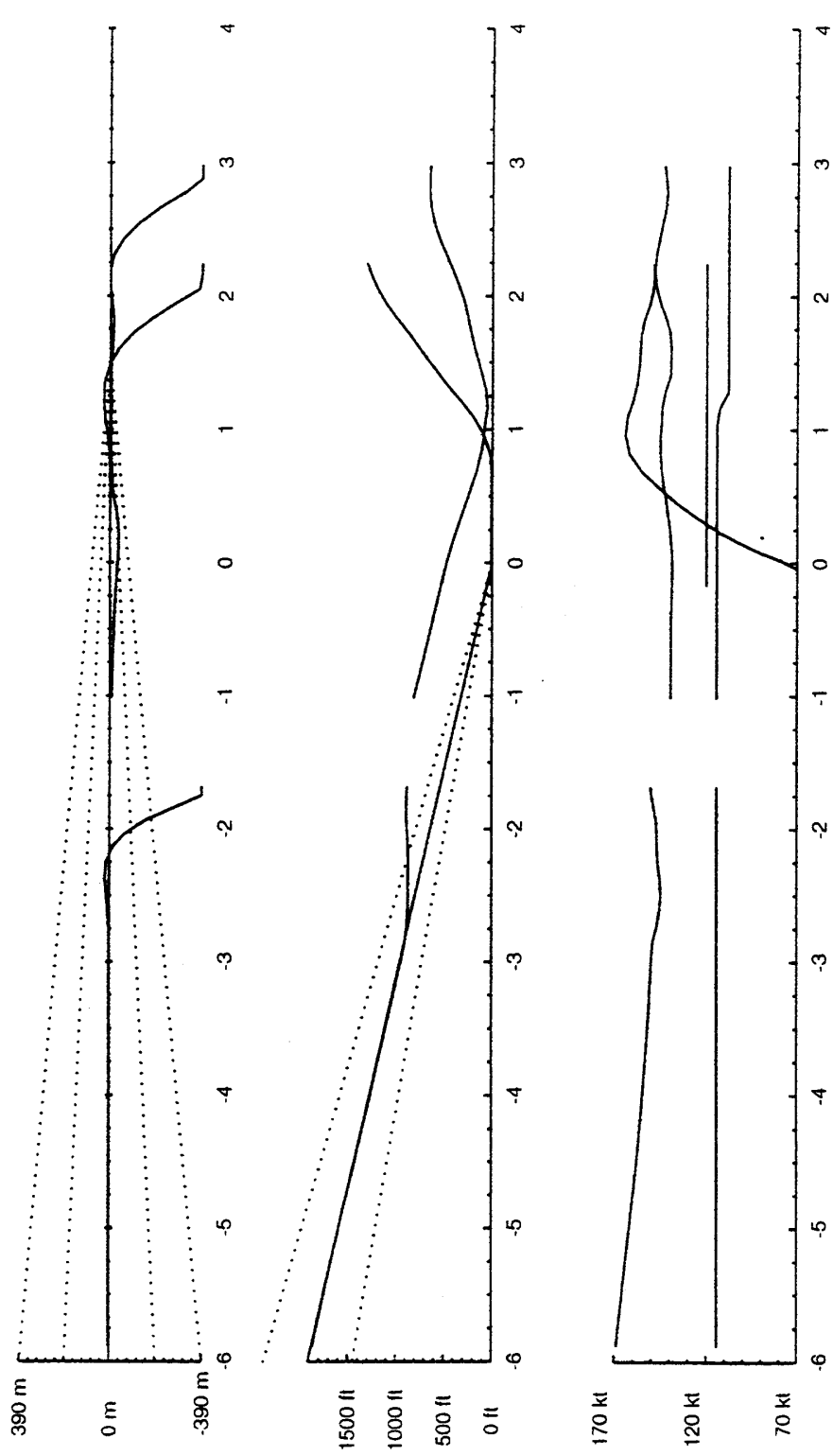


POSITION N 25.00.15.67
 E 121.07.32.30

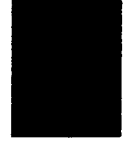
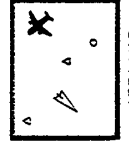
ALTITUDE (AMSL) 2141 ft
 I.A.S. 185
 T.A.S. 195 kt
 GROUND SPEED 188 kt
 HEADING 055
 GROSS WEIGHT 61.88 t
 TOTAL FUEL 4.88 t
 DELTA ISA 13.14 °C
 QNH 1010.0 HPa
 VISIBILITY 80.0 km
 WIND AT A/C LEVEL 100° / 11 kt

| | | |
|---------------|---------------|----------------|
| | | |
| MAP CENTER | MAP RADIUS | DECLUTTER |
| | | |
| A/C SLEW | SURFACE WIND | BEARING RANGE |
| | | |
| STORM CONTROL | MICROBURST | RADIO STATIONS |
| | | |
| ZOOM | APPROACH PLOT | RUNWAY PLOT |
| | | |
| MASTER INDEX | | MASTER INDEX |

| | | | | |
|---------------|------|-----------|----------|----------|
| AIRPORT | VMMC | GUST kt | AIRCRAFT | A320-200 |
| RWY | 34 | WIND °/kt | 0 | 64.9 t |
| ELEVATION ft | 20 | TEMP °C | 70° / 15 | |
| CONTAMINATION | DRY | | GW | |



GW 64.90 t ALT 852 ft I.A.S. 139 kt HDG 161° LAT N 22.07.26.65 LONG E 113.36.03.13



民用航空局

CAA

固定翼航空器駕駛員術科檢定報告表

PILOT RATING REPORT FORM

| | | | | |
|--|--|--------------|--------------------|--------------------------|
| 姓名: 陳瑞輝 | | 檢定證號碼: 10074 | 飛行總時間: N | 本機型飛行時間: |
| Name: | | Ratings no: | Total flight time: | Type rating flight time: |
| 「N」未實施 Not applicable 「S」滿意 Satisfactory 「U」不滿意 Unsatisfactory | | | 飛機 Aircraft | 模擬器 Simulator |
| as 飛行前準備 (Preflight) | | | | |
| 1. 裝備測驗口試或筆試 (Equipment examination oral or written) | | | | S |
| 2. *飛行前檢查 (Preflight check) | | | | S |
| 3. 正常及不正常發動機開車程序 (Normal and abnormal engine start) | | | | S |
| 4. 滑行 (Taxi) | | | | S |
| 5. *動力檢查 (Power plant check) | | | | S |
| 起飛 Take-off | | | | |
| 6. 正常起飛 (Normal take-off) | | | | S |
| 7. 儀器起飛 (Instrument take-off) | | | | S |
| 8. 側風起飛 (Cross wind take-off) | | | | S |
| 9. 放棄起飛 (Reject take-off) | | | | S |
| 儀器程序 Instrument procedures | | | | |
| 10. *儀器離場及儀器進場 (Instrument departure and arrival) | | | | S |
| 11. *精密進場及落地或 ILS / *MLS approach and landing | | | | S |
| 12. 非精密進場及落地 (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. 遺失進場 (Missed approach) | | | | S |
| 空中動作 (In-flight maneuver) | | | | |
| 16. *小坡度 (Steep turns) | | | | S |
| 17. *接近失速及改正 (Approaches to stall and recovery) | | | | S |
| 18. *緊急下降 (Emergency descent) | | | | S |
| 19. 發動機故障操作 (Engine failure procedures) | | | | S |
| 20. 特定飛航動作/不正常動作改正 (Specific flight characteristics/* Up-set recovery) | | | | S |
| 落地 (Landings) | | | | |
| 21. 目視落地 (Normal landing) | | | | S |
| 22. 側風落地 (Cross wind landing) | | | | S |
| 23. 放棄落地 (Reject landing) | | | | S |
| 24. 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) | | | | |



復興航空
TransAsia Airways

PILOT

RECURRENT

TRAINING

VALIDATION

92/08/06 EDITION

| | | | | |
|-----------------------|--|-----------------------|--|-------------------------------|
| Seat L | Trainee 1 Name: <u>陳鳴禎</u> | Seat R | Trainee 2 Name: <u>陸大衛</u> | Date: <u>2003 M 09 025</u> |
| | <input type="checkbox"/> PF <input type="checkbox"/> PNF | | <input type="checkbox"/> PF <input type="checkbox"/> PNF | |
| Trainee 1 License No: | | Trainee 2 License No: | | |

| | | |
|--------------------------------|---|---|
| Instructor Name: <u>蔡建生</u> | <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C | Simulator Hours PF: <u>2:00</u> PNF: |
|--------------------------------|---|---|

GRADING: CHECK THE APPROPRIATE COLUMN: S - SATISFACTORY U - UNSATISFACTORY W - WAIVED

* = Recent Experience ★ = May Be Waived ☆ = One May Be Waived

| | S | U | W | | S | U | W |
|---|---|---|---|---|---|---|---|
| 1. Equipment Exam | ✓ | | | 22. Non-precision Approaches NDB VOR LOC Only | | | |
| 2. ORAL | ✓ | | | | | | |
| 3. Preflight Inspection | ✓ | | | | | | |
| 4. Starting & Pre-Takeoff Check | ✓ | | | | | | |
| 5. Taxiing | ✓ | | | | | | |
| 6. Takeoff | | | | 23. Rejected Landing | ✓ | | |
| a. Normal | ✓ | | | 24. Landing from an ILS | ✓ | | |
| b. Instrument (LV TO) | ✓ | | | 25. Normal Landing | ✓ | | |
| c. Crosswind (Max) | ✓ | | | 26. Crosswind (Max) Landing | ✓ | | |
| 7. Takeoff with Simulator ENG Fail | ✓ | | | 27. Landing with simulator Engine(s) Inoperative | ✓ | | |
| 8. Rejected Takeoff | ✓ | | | 28. Abnormal Procedures | ✓ | | |
| 9. Area Departure | ✓ | | | 29. Emergency Procedures | ✓ | | |
| 10. Area Arrival | ✓ | | | 30. CRM | ✓ | | |
| 11. Holding | ✓ | | | 31. Judgement | ✓ | | |
| 12. Steep Turn | ✓ | | | 32. Three Takeoff and Landing (Required for ATP, Landing Cert. and Recent Experience) | ✓ | | |
| 13. Approaches to Stalls (Minimum of one, One must be in a turn) <input checked="" type="checkbox"/> Landing <input type="checkbox"/> Takeoff <input type="checkbox"/> Clean | ✓ | | | 33. Adherence to FCOM And FTM | ✓ | | |
| 14. ILS Approach <input checked="" type="checkbox"/> Automatic <input checked="" type="checkbox"/> Flight Director <input checked="" type="checkbox"/> Lower Landing Min. <input checked="" type="checkbox"/> CAT II | ✓ | | | 34. Windshear Training <input type="checkbox"/> Takeoff <input type="checkbox"/> Prior to V 1 <input checked="" type="checkbox"/> Approach | ✓ | | |
| 15. ILS Approach with Simulated ENG. Failure (Manually Flown) | ✓ | | | | | | |
| 16. Missed Approach from an ILS | ✓ | | | | | | |
| 17. Missed Approach-Other | ✓ | | | | | | |
| 18. Unusual ATTITUDE | ✓ | | | | | | |
| 19. TCAS | ✓ | | | | | | |
| 20. GPWS | ✓ | | | | | | |
| 21. Thunderstorm | ✓ | | | | | | |

REMARKS: 模擬機複訓課目完成

Verify that type of check indicated above, for the above-named pilot, is:
Satisfactory Unsatisfactory (Deficiency in Performance Filed)

蔡建生 101254
Instructor Pilot Signature License NO.

| | |
|-------------------|------------|
| CAA OBSERVER | |
| PILOT'S SIGNATURE | <u>陳鳴禎</u> |



復興航空
TransAsia Airways

PILOT PROFICIENCY RECURRENT CHECKING VALIDATION
92/08/06 EDITION

| | | | | |
|--|--|--|-----------------------------|-----------------------------|
| Trainee 1 Name: Seat L <u>陳煒輝</u> <input checked="" type="checkbox"/> PF <input type="checkbox"/> PNF | | Trainee 2 Name: Seat R <u>袁建中</u> <input type="checkbox"/> PF <input checked="" type="checkbox"/> PNF | | Date: <u>2003M 9 03b</u> |
| Trainee 1 License No: | | Trainee 2 License No: | | |
| Check Airman Name: <u>陸文衛</u> <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C | | | Simulator Hours PF: PNF: | |

RATING: CHECK THE APPROPRIATE COLUMN: S - SATISFACTORY U - UNSATISFACTORY W - WAIVED

• = Recent Experience ★ = May Be Waived ☆ = One May Be Waived

| | S | U | W | | S | U | W | |
|---|---|---|---|--|---|---|---|--|
| Equipment Exam | ✓ | | | 22. Non-precision Approaches NDB VOR LOC Only | | | | |
| ORAL | ✓ | | | | | | | |
| Preflight Inspection | ✓ | | | | | | | |
| Starting & Pre-Takeoff Check | ✓ | | | | | | | |
| Taxiing | ✓ | | | 23. Rejected Landing | ✓ | | | |
| Takeoff a. Normal b. Instrument (LV TO) c. Crosswind (Max) | ✓ | | | | 24. Landing from an ILS | ✓ | | |
| | ✓ | | | | 25. Normal Landing | ✓ | | |
| | ✓ | | | 26. Crosswind (Max) Landing | ✓ | | | |
| Takeoff with Simulator: ENG Fail | ✓ | | | 27. Landing with simulator Engine(s) Inoperative | ✓ | | | |
| Rejected Takeoff | ✓ | | | 28. Abnormal Procedures | ✓ | | | |
| 9. Area Departure | ✓ | | | 29. Emergency Procedures | ✓ | | | |
| 10. Area Arrival | ✓ | | | 30. CRM | ✓ | | | |
| 11. Holding | ✓ | | | 31. Judgement | ✓ | | | |
| 12. Steep Turn | | | ✓ | | 32. Three Takeoff and Landing (Required for ATP, Landing Cert. and Recent Experience) | ✓ | | |
| 13. Approaches to Stalls Minimum of one. One must be in a turn) <input type="checkbox"/> Landing <input checked="" type="checkbox"/> Takeoff <input type="checkbox"/> Clean | ✓ | | | 33. Adherence to FCOM And FTM | ✓ | | | |
| 14. ILS Approach <input checked="" type="checkbox"/> Automatic <input checked="" type="checkbox"/> Flight Director <input checked="" type="checkbox"/> Lower Landing Min. <input checked="" type="checkbox"/> CAT II | ✓ | | | | 34. Windshear Training <input type="checkbox"/> Takeoff <input type="checkbox"/> Prior to V 1 <input checked="" type="checkbox"/> Approach | ✓ | | |
| 15. ILS Approach with Simulated ENG. Failure (Manually Flown) | ✓ | | | | | | | |
| Missed Approach from an ILS | ✓ | | | | | | | |
| Missed Approach-Other | ✓ | | | | | | | |
| Unusual ATTITUDE | | | ✓ | | | | | |
| TCAS | ✓ | | | | | | | |
| GPWS | ✓ | | | | | | | |
| Thunderstorm | | | ✓ | | | | | |

MARKS:

Verify that type of check indicated above, for the above-named pilot, is:
Satisfactory Unsatisfactory (Deficiency in Performance Filed)

陸文衛
Check Pilot Signature

100983
License NO.

| | |
|-------------------|--|
| CAA OBSERVER | |
| PILOT'S SIGNATURE | |



| RECURRENT TRAINING FFS - TRAINEE 1 AS PE | | | | | E | G | P | F |
|---|----|----|------|-----|-----|---|---|---|
| - TRANSIT COCKPIT PREPARATION & BEFORE START | | | | | | | | |
| - ENGINE START (EVENT OUT OF CLASS 1A) | | | | | | | | |
| - AFTER START, TAXI & BEFORE TAKE-OFF | | | | | | | | ✓ |
| - TAKE-OFF - ENGINE FAILURE AFTER V1 (CROSS WIND) | AP | FD | ATHR | | | | | ✓ |
| - RADAR VECTORS NON PRECISION APPR - ONE ENGINE OUT | AP | | ATHR | FPD | FPV | | | ✓ |
| - GO AROUND - ONE ENGINE OUT - REPORT ON DOWNWIND | | | | | | | | ✓ |
| - VISUAL APPR & LANDING - ONE ENGINE OUT (CROSS WIND) | | | ATHR | | FPV | | | ✓ |
| Restore then INIT T/O (WIND 130 15 kt) | | | | | | | | |
| - TAKE-OFF - TCAS EXERCISE OR INCAPACITATION | | FD | ATHR | | | | | |
| - SID-CLIMB - EVENT OUT OF CLASS 2 THEN | | | | | | | | ✓ |
| - EVENT OUT OF CLASS 3 OR 4 | | | | | | | | ✓ |
| - HOLDING & VISUAL APPR - APPR ILS ASSISTED | | | ATHR | | FPV | | | ✓ |
| - LANDING (WET RWY & CROSS WIND) | | | | | | | | ✓ |
| - TAKE-OFF - WINDSHEAR BEFORE V1 & REJECTED TAKE-OFF | | | | | | | | ✓ |
| CFIT & ALAR | | | | | | | | |
| - RCSS RWY 10 EO SID - LOW VISIBILITY then Restore WX - | | | | | | | | |
| - RADAR VECTORS - RCSS RWY 28 LDA/NDB-DME A APPR | AP | FD | ATHR | | | | | |
| - AFTER LANDING AND PARKING | | | | | | | | |
| TRAINEE 2 AS PF | | | | | | | | |
| INIT T/O | | | | | | | | |
| - TAKE-OFF - WINDSHEAR AFTER VR | | FD | ATHR | | | | | ✓ |
| INIT FL 350 (OPTIONAL) | | | | | | | | |
| - EVENT OUT OF CLASS 1B | | | | | | | | ✓ |
| - DESCENT FL 100 - EVENT OUT OF CLASS 2 | AP | FD | ATHR | | | | | ✓ |
| - ILS APPR | | | | | | | | ✓ |
| - CIRCLING (OPTIONAL) THEN LANDING | AP | FD | ATHR | | | | | ✓ |
| INIT T/O (WIND 130 25 kt) | | | | | | | | |
| - TAKE-OFF - ENGINE FAILURE AFTER V1 (CROSS WIND) | | | | | | | | ✓ |
| - NON PRECISION APPR - ONE ENGINE OUT | | | | | | | | ✓ |
| - GO AROUND - ONE ENGINE OUT - REPORT DOWNWIND | | FD | ATHR | | | | | ✓ |
| - VISUAL APPR LANDING - ONE ENGINE OUT (CROSS WIND) | | FD | ATHR | | | | | |
| Restore then INIT T/O (WIND 130 15 kt) | | | | | | | | |
| - TAKE-OFF - COLD WEATHER OPERATIONS | | | | | | | | |
| EVENT OUT OF CLASS 5 or 6 | | | | | | | | ✓ |
| - VISUAL APPR LANDING - APPR ILS ASSISTED | | | ATHR | | FPV | | | ✓ |
| CFIT & ALAR | | | | | | | | |
| - RCSS RWY 28 LDA/NDB APPR | | | ATHR | | FPV | | | |
| - ENG. FAILURE DURING RCSS RWY 10 MUCHA 1 DEPARTURE | AP | FD | ATHR | | | | | |
| - RADAR VECTORS - RCSS RWY 10 ILS | AP | FD | ATHR | | | | | |
| - AFTER LANDING AND PARKING | | | | | | | | |



- RECURRENT TRAINING AND CHECKING FOLLOW-UP SHEET -

320

STARTING DATE: 9.26.2003

NAME: (CPT - F/O 陳嘉輝

AIRLINE: TA

an instructor designated to conduct either training or checking session within a period of 3 years starting the date mentioned hereabove must update this table according to the performed events.

Date: 9.26.2003

| CLASS | TRAINING | | | | | | EVENTS | CHECKING | | | | | | | | | | | | | | | | | | |
|-------|----------|----|--------|----|--------|----|--------|----------|----|--------|----|--------|---------------------------------|--------|--------|---|--|--|--|--|------------------------------|--|--|--|--|--|
| | Year 1 | | Year 2 | | Year 3 | | | Year 1 | | Year 2 | | Year 3 | | | | | | | | | | | | | | |
| | T1 | T2 | T3 | T4 | T5 | T6 | | C1 | C2 | C3 | C4 | C5 | C6 | | | | | | | | | | | | | |
| 1A | | | | | | | A | | | | | | MANUAL START | | | | | | | | | | | | | |
| | ✓ | | | | | | B | | | | | | CROSS BLEED START | | | | | | | | | | | | | |
| | | | | | | | C | | | | | | START VALVE MAN OPERATION | | | | | | | | | | | | | |
| | | | | | | | D | | | | | | START WITH EXTERNAL POWER | | | | | | | | | | | | | |
| 1B | | | | | | | A | | | | | | EXCESS CABIN ALTITUDE | | | | | | | | | | | | | |
| | | | | | | | B | | | | | | AIR COND SMOKE | | | | | | | | | | | | | |
| | ✓ | | | | | | C | | | | | | ENGINE FIRE | | | | | | | | | | | | | |
| | | | | | | | D | | | | | | FUEL IMBALANCE | | | | | | | | | | | | | |
| 2 | ✓ | | | | | | A | | | | | | AUTOPILOT OFF | | | | | | | | | | | | | |
| | ✓ | | | | | | B | | | | | | AUTOTHROUST OFF | | | | | | | | | | | | | |
| | | | | | | | C | | | | | | FCU 1 - 2 FAULT | | | | | | | | | | | | | |
| 3 | ✓ | | | | | | A | | | | | | HYD: G RSVR LO AIR PRESS | | | | | | | | | | | | | |
| | | | | | | | B | | | | | | BRAKES: ANSKID FAULT or NWS OFF | | | | | | | | | | | | | |
| | ✓ | | | | | | C | | | | | | FACTL: SLATS OR FLAPS LOCKED | | | | | | | | | | | | | |
| 4 | | | | | | | A | | | | | | ELEC: DC BUS 1 - 2 FAULT | | | | | | | | | | | | | |
| | ✓ | | | | | | B | | | | | | AUTO FLT: FBGS 1 - 2 FAULT | | | | | | | | | | | | | |
| 5 | | | | | | | C | | | | | | HYD: B - Y SYS LO PR | | | | | | | | | | | | | |
| | ✓ | | | | | | A | | | | | | FACTL: ALT LAW | | | | | | | | | | | | | |
| 6 | | | | | | | A | | | | | | NAV: RA 1 - 2 FAULT | | | | | | | | | | | | | |
| | ✓ | | | | | | B | | | | | | HYD: G - Y SYS LO PR | | | | | | | | | | | | | |
| | | | | | | | C | | | | | | HYD: G - B SYS LO PR | | | | | | | | | | | | | |
| | | | | | | | D | | | | | | ELEC: EMER CONFIG | | | | | | | | | | | | | |
| CRM | | | | | | | | | | | | | Year 1 | Year 2 | Year 3 | A | | | | | S.A DETECTING RECOVERING | | | | | |
| | | | | | | | | | | | | | | | | B | | | | | S.A PREVENTING | | | | | |
| | ✓ | | | | | | | | | | | | | | | C | | | | | ERROR PERFORMANCE AND SAFETY | | | | | |
| | ✓ | | | | | | | | | | | | | | | D | | | | | COMMUNICATION | | | | | |
| | ✓ | | | | | | | | | | | | | | | E | | | | | TEAM PERFORMANCE | | | | | |
| | | | | | | | | | | | | | | | | F | | | | | PROCEDURE AND PRACTICES | | | | | |
| | | | | | | | | | | | | | | | | G | | | | | DECISION MAKING | | | | | |

NOTE: - The day before T2, T4 and T6 is dedicated to CBT "Ground review and Quiz" (see next table)
 - All the exercises listed above are to be completed within a cycle of 3 years
 - At least two (2) CRM elements should be completed every year