

出國報告(出國類別：實習)

ERJ-190 機型模擬機年度複訓報告書

服務機關：民用航空局

姓名職稱：張金田/簡任技正

梅宏競/約聘人員

派赴國家：新加坡

出國期間：98.6.23~98.6.27

報告日期：98.8.3

目錄

頁次

壹、 目的-----	2
貳、 過程-----	2
參、 心得-----	2
肆、 結論-----	4
伍、 附件-----	4

壹、目的

依據民航法規 0 五-0 一 A 第六條航空人員檢定給證規定及比照美國 FAA 檢查制度，凡持有機種檢定證之檢查員，於檢定證屆期日期前，須實施該機種複訓，爰此本局派遣張金田簡任技正及航務檢查員梅宏競兩員執行完成華信航空 ERJ-190 型機複訓訓練，俾符合法規要求，以有效協助、督導華信航空 ERJ-190 型機之正常運作及檢查業務之遂行，以確保飛安。

貳、過程

一、訓練內容

本次模擬機年度複訓，係委請華信航空公司租用新加坡 ALTEON A BOEING COMPANY ERJ-190 模擬機由華信航空公司之檢定機師執行張員及梅員之訓練共四小時；另學科複訓以 ERJ-190 CBT 教材內容為主。

ERJ-190 模擬機訓練課程表如附件

ERJ-190 模擬機訓練/考驗項目如附件

ERJ-190 模擬機訓練紀錄如附件

二、行程

日期		起訖地點	詳細任務
月	日		
6	23	台北-新加坡	張員赴新加坡及長榮班機航路查核
6	24	新加坡	1. 張員執行華信模擬機適職性考驗觀察 2. 梅員赴新加坡及華航班機航路查核
6	25	新加坡	梅員執行華信模擬機適職性訓練觀察
6	26	新加坡	張/梅員執行模擬機複訓
6	27	新加坡-台北	返桃園及華航/長榮班機航路查核

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，以確保各項標準操作程序能精確而有效之執行，尤其是實際飛航運作中較不易獲得操作的課目皆可於模擬機中模擬各種可能發生的故障與突發狀況，以強化飛航組員保持飛航知識、技術之適職性表現，如此，不僅加強飛航組員對該型機之系統及裝備能有更透徹的了解及運用外，更能精進受訓人員沉穩、鎮定之信心與應變能力，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。

ERJ-190 模擬機訓練/考驗課目係參考 EMBRAER 飛機製造公司之教範結合公司之政策、規定所設計完成，其內容包括該機種之性能、程序、限制、操作要領、ALAR、CFIT、LOFT 及 CRM 之重點要求；本次考驗課目內容要求重點包括：WORKLOAD MANAGEMENT、SITUATIONAL AWARENESS、

COMMUNICATION、THREAT ANALYSIS、DECISION MAKING、ERROR MANAGEMENT、S.O.P、CALL-OUTS、CROSS-CHECKING SKILLS、AIRCRAFT HANDLING SKILLS、KNOWLEDGE BASED SKILLS 等（詳如附件二）。

ALTEON A BOEING COMPANY ERJ-190 模擬機裝備完善、保修精良，目前已獲日本、中國及歐盟之認證授權；於本次複訓過程中，按課程設計完成各項操作，除保持該機型檢定資格外，並經由與華信機師間之互動，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，能順利遂行。

本次行程中執行各項航路查核及年度模擬機適職性考驗/訓練觀察結果，紀錄如下：

一、航路查核：

2009.06.23 BR225 B16311 TPE-SIN CA. 鄧琦元 RP. 廖祥旭 FO. GORE BROWN PR. 胡曉君*9

2009.06.24 CI751 B18353 TPE-SIN CA. 路品蓮 FO. 陳俊傑 PR. 范守天*11

2009.06.27 BR226 B16307 SIN-TPE CA. 洪如輝 RP. 林洲慶 FO. 譚春榮 PR. 葉裕榮*9

2009.06.27 CI752 B18303 SIN-TPE CA. 羅駿偉 FO. KAMPF PR. 高志隆*11

1. 組員證照/飛機文件/緊急裝備/客艙組員工作區等檢查正常。

2. 飛航組員飛行前準備充分，各階段操作符合標準操作程序之規定，CRM 之協調溝通良好。

3. 客艙組員按規定執行任務（含飛行前安全檢查、登機作業、廣播與示範、燈號與警示、旅客服務等工作執行），協調合作良好。本次檢查無異常發現。

4. 各航段航路檢查結果均正常。

二、ERJ-190 機型年度模擬機適職性考驗/訓練觀察結果：

1. 2009. 6. 24 CP. 林家民 FO. 楊永中 FO. 宗貴榮

(1) 本次考驗目的在確保飛行管理及 CRM 之正確執行、QRH 之使用及標準操作程序之運用，要求重點課目包括：LOFT/LOE、基本飛行操作、精確及非精確系進場、緊急程序及飛行後檢討等。

(2) 本次考驗觀察：

A. 飛行前提示詳盡，各項資料準備完整。

B. 考驗時-口試/提示/檢討均依規定執行，飛行組員一般操作均符合標準程序，協調合作良好，考驗及格。

C. 考試官確按考驗計畫完成各項考驗課目，考驗過程合於要求，舉止公正。

D. 飛行後講評確按規定執行，本次考驗觀察結果滿意。

2. 2008. 6. 25 IP. 林家民 CA. 蕭義斌 FO. 王鵬程

(1) 本次訓練目的在加強飛行管理及 CRM 之執行、QRH 之使用及標準操作程序之運用，要求重點課目包括：LOFT/LOE、基本飛行操作、精確及非精確系進場、緊急程序及飛行後檢討等。

(2) 本次訓練觀察：

- A. 飛行前提示，各項資料完整，提示詳盡。
- B. 飛行組員一般操作均遵守標準操作程序執行，協調合作良好。
- C. 教官時間掌控良好，確按計畫完成各項訓練課目，教學認真負責，駕駛艙學習氣氛良好。
- D. 飛行後講評確按規定執行，本次訓練觀察結果滿意。
- E. 本次訓練除正常項目外並執行「一般高原操作」模擬機訓練之驗證觀察，課目包括：起飛/落地之性能、空中發動機失效後之漂降性能、緊急下降及氧氣需求、備降場站之選擇等，訓練學員藉此學習於一般高原操作時之重點考量因素，觀察結果滿意。

肆、結論

受限於國內並未俱備 ERJ-190 型機模擬機設施，故每年兩次於國外租用模擬機執行適職性訓練/考驗之經驗對飛航組員而言彌足珍貴，而本局檢查員為配合經費之有效運用，於每年檢查員複訓及委任檢定考試官考驗觀察時抽樣執行渠等之模擬機適職性訓練/考驗觀察；經由本次複訓之過程及模擬機考驗觀察，對華信航空飛航組員模擬機考驗之飛行前準備、標準化之操作能力及組員間之協調合作所顯示之適職性高標準表現，予以肯定。

伍、附件

- 一、ERJ-190 模擬機訓練課程表 (第 5 頁)
- 二、ERJ-190 模擬機訓練課目 (第 6-9 頁)
- 三、ERJ-190 模擬機訓練紀錄 (第 10-16 頁)



華信航空公司 MANDARIN AIRLINES

ERJ-190 PROFICIENCY TRAINING 2009 # 1 (PT1)

PHASE	ITEMS	TIME
LOFT #01/2009: (refer to LOFT syllabus) (RCKH – RPLL) PF = CM1 or CM2 WX: RW09, 270/3, 5000, F15 30/20 Q1010 TOW: 72000 ZFW: 56000 Fuel: 16000 CG:19% Trim: 3.5 up 130/138/141/189 131/136/156/189	<ul style="list-style-type: none"> - MEL / CDL procedures (DD item will affect the aircraft's RVSM or RNP capability) IP Note: - E170 CF34-8E5A1, TO1, F2 - Engine aborted start - System failure during climb, en-route and approach (LOSS OF HYD 1 and 2, return for landing) - Turbulence en-route - Precision approach 	00:55
RCKH – RCSS CM1 = PF RW09, 270/3, RVR800, 30/29 Q1010 TOW: 81000 ZFW: 65000 Fuel:16000 CG:19% Trim: 3.5 up 141/147/149/201 140/145/166/201	<ul style="list-style-type: none"> - RW 09, LU 2B departure (E170 CF34-8E5A1, TO1, F2). - Single engine condition after V1, EOSID. - ENG AIRSTART successful. - IRS FAIL. - AVNX MAU (1A) FAIL/OVHT. - Hold over KIZIN. - 2 engine ILS 09 CAT I minimum, overweight landing. - Rejected landing - RV 2 engine ILS 09 CAT I minimum, overweight landing. 	00:25
RCFN - RCSS CM1 = PF RW04, 130/25 5000, 30/10, Q1010 TOW: 72000 ZFW: 56000 Fuel: 16000 CG:19% Trim: 3.5 up 131/138/141/189 131/136/156/189	<ul style="list-style-type: none"> - RW 04, RN1 departure (TO1, F2). - Normal take-off, with maximum cross wind 30 knots. - RV to fly close to terrain for GPWS mode 2 escape maneuver training. - TCAS TA/RA during climb - ADS fail - Engine failure, (ENG Fuel leak cause engine shut down) - 1 engine NDB DME M circle to land RW 03 (RCYU), maximum cross wind 30 knots. - After landing, ENG FIRE, on-ground emergency evacuation. 	01:00

<p>ZSAM –RCMQ CM2 = PF RW05 wet, 140/15 RVR800, 30/23, Q1010</p> <p>Weight same as above. 124/140/141/190 131/136/156/189</p>	<ul style="list-style-type: none"> - Take off runway 05 (TO1, F2) - RTO - Normal take-off , with maximum cross wind 15 knots slippery runway. - GEAR LEVER CAN NOT BE MOVED UP, return for landing. - 2 engine ILS RW 05, CAT I minimum landing. 	<p>00:30</p>
<p>RCKH –RCSS CM2 = PF RW09, 270/3, RVR800, 30/29, Q1010</p> <p>Weight same as above. 130/138/141/189 131/136/156/189</p>	<ul style="list-style-type: none"> - RW09 take off (TO1, F2) - Single engine condition after V1, EOSID - 1 engine NDB DME 27 approach and landing 	<p>00:30</p>
<p>Any airport / runway.</p>	<ul style="list-style-type: none"> - Each CM completes UPSET RECOVERY training in flight. 	<p>00:30</p>

IP note: Because the simulator will be configured as E170 for our recurrent training, so it is very difficult for our trainee to get the correct speed, N1, and trim setting through the E170 RAM, and other relevant materials. So please give them all these necessary data as provided above even for the LOFT training to facilitate the training.



華信航空公司 MANDARIN AIRLINES

ERJ-190 PROFICIENCY CHECK 2009 # 1 (PC1)

PHASE	ITEMS	TIME
<p>RCKH - RCSS CM1 = PF</p> <p>Departure ATIS: RW09, wet, 180/25, 2000, 28/18 Q1000</p> <p>TOW: 81000 ZFW: 65000 Fuel: 16000 CG: 19% Trim: 3.5 up 129/146/149/200 140/145/166/200</p>	<ul style="list-style-type: none"> - Aborted engine start. - During taxi, "TAT 2 FAIL" advisory EICAS message, MEL / CDL procedures. - CP note: This malfunction can not be created from the instructor's panel, so please present this condition to the crew during the briefing, and after they solved the problem, tell them the case is closed. - RW 09, LU 2B departure, (E170, TO1, F2) - RTO, then Normal take-off, with maximum cross wind 25 knots on slippery runway. - NAVCOM FAIL/OVHT. - CP note: malfunction operation: <ul style="list-style-type: none"> (1) NAV fail: select 34 Navigation to fail VOR or ILS receiver. (2) COM fail: select 23 Communication to fail VHF COM - 2 engines ILS RW 09, CAT I minimum landing, (wind calm) - Rejected landing. - CP note: after rejected landing, please reset simulator to better visibility, but with maximum cross wind 25 knots on slippery runway. - RV 2 engines ILS RW 09. 	01:00
<p>RCKH- RCSS CM1 = PF Weight and speed same as above</p>	<ul style="list-style-type: none"> - RW 09, LU 2B departure, (E170, TO-1, F2) - Single engine condition after V1, EOSID. - 1 engine NDB DME 27 approach and landing 	00:30
<p>RCKH -RCSS CM2 = PF</p> <p>Departure ATIS: RW09, 180/15, 2000, 30/18 Q1000</p>	<ul style="list-style-type: none"> - Take off runway 09, (E170, TO-1, F2) - Normal take-off with maximum cross wind 15 knots. - RV to fly close to terrain for GPWS mode 2 escape maneuver. - TCAS TA/RA during climb - HYD 1/2/3 OVERHEAT OR LOW PRESS. - 2 engine ILS RW 09, CAT I minimum (wind calm) - CP note: after landing, all system reset, reposition A/C to ILS RW 09 final. 	0:50

<p>Weight same as above</p> <p>141/147/149/201 140/145/166/201</p>	<ul style="list-style-type: none"> - Rejected landing. - ENG OVERTEMP. - ENG (the same one with OVERTEMP) OIL LO PRESS. - 1 ENG ILS RW 09 landing. - On-ground emergency evacuation after landing. 	
<p>RCKH -RCSS CM2 = PF</p> <p>Weight and speed same as above</p>	<ul style="list-style-type: none"> - RW09 take off, (E170, TO-1, F2) - Single engine condition after V1, EOSID. - 1 engine NDB DME 27 approach and landing with maximum cross wind 15 knots. 	00:30
<p>PROFICIENCY CHECK COMPLETED</p>		
<p>ROIG-ROIG CM1 = PF</p> <p>Departure ATIS: RW04, wet, wind calm, 5000, 30/10 Q1000</p>	<ul style="list-style-type: none"> - RW 04, wet runway, RTO (TO-1, F4), maximum takeoff weight - RW 04, wet runway takeoff, (TO-1, F4), maximum takeoff weight - VOR Z RW 04 landing with Flap Full, wet runway - RW 04, wet runway takeoff, (TO-1, F4), maximum takeoff weight - Single engine condition after V1 - 1 engine VOR Z RW 04 landing, wet runway 	00:30
<p>ZPPP-ZPPP CM1 = PF</p> <p>Departure ATIS: RW03, wet, calm, 5000, 20/10 Q1014</p> <p>TOW: 69000 ZFW: 59000 Fuel: 10000 CG: 19% Trim: 3.5 up 126/142/143/185 129/134/153/185 (Vrev 5/ Vac F2)</p>	<ul style="list-style-type: none"> - RW 03, wet runway, RTO (TO-1, Flap 1), maximum takeoff weight - RW 03 LXI 3D departure, climb to 3900 meters (12800'), maximum takeoff weight - Radar vector ILS DME RW 03. - RW 03, wet runway, RTO (TO-1, Flap 1), maximum takeoff weight - Single engine condition after V1 - 1 engine ILS DME RW 03 landing, wet runway <p>CP Note:</p> <ol style="list-style-type: none"> 1. ZPPP training is only applicable for training started after May 1. 2. Please set the OAT to 20 degrees Celsius. 	00:30

Singapore Campus
FLIGHT / TECHNICAL LOG
Device S/N: E-170/190-E-01

No: 8476
Agency ID: JCAB, CAAC-China

CREW DETAILS		Optional Data for Wet Crews				PRE FLIGHT / TURN AROUND		SIMULATOR QUALITY ASSESSMENT
COMPANY: Mandarin Airlines	Duty Code	IPF Time	PM Time	Fit Eval S/U	Appchs P NP	LANDINGS TG FS NL	ENGINEER	
Captain hung ching Mei	CAA	02:00	02:00	S			Arif Budiman Bin, Abdul Rahman	1-Unacceptable 2-Poor 3-Fair 4-Good 5-Excellent
FO kin tien Chang	CAA	02:00	02:00	S				
Observer								
Observer								
Observer								
Observer								
Instructor:	kuo, june							
Email:	erjpilot@email.mandarin-airlines.com							

DATE	Planned		Actual	
	START	FINISH	START	FINISH
26-Jun-2009	18:45	22:45	18:45	22:45
			ACTUAL HRS	04:00
			REPORTED TIME LOST	00:00



華信航空公司 MANDARIN AIRLINES

ERJ-190 RECURRENT LOFT #01/2009

CAPTAIN: 張定田
 F/O: CAPT. 楊宏鏡
 DATE: 2009/06/26
 LOCATION: J2V

FLIGHT NO. CI711 RCKH-RPLL
 METAR RCKH: To be supplied
 METAR RPLL: To be supplied
 TAF RCKH: To be supplied
 TAF RPLL: To be supplied
 TAF RPLB: To be supplied
 CLEARANCE: Clear to destination airport via HN2 departure, B348, flight plan route, maintain FL340 SQ2624
 NOTAMS: Supplied
 MEL: 34-43-0 TCAS II system failed

Instructor grading criteria:

GRADE 5 (excellent, 90% - 100%) 2 (below average, 50% - 69%)
 4 (above average, 80% - 89%) 1 (poor, below 50%)
 3 (average, 70% - 79%)

A comment is required if any training item is graded 5 or less than 3.

	CAPTAIN					F/O				
	1	2	3	4	5	1	2	3	4	5
Use of TAF and METAR for dispatch			✓					✓		
Cockpit set-up and flight preparation			✓					✓		
MEL 34-43-0 TCAS II System failed considerations			✓					✓		
Use of checklists			✓					✓		
Departure briefing			✓					✓		
ABORTED ENGINE START:			✓					✓		
- QRH procedures			✓					✓		
- Decision making & problem solving			✓					✓		
Area departure			✓					✓		
Encounter turbulence during climb			✓					✓		

	CAPTAIN					F/O				
	1	2	3	4	5	1	2	3	4	5
During climbing HYD 1 OVERHEAT or LOW PRESS			✓					✓		
During climbing HYD 2 OVERHEAT or LOW PRESS			✓					✓		
LOSS OF HYDRAULIC SYSTEM 1 AND 2:			✓					✓		
- QRH procedures			✓					✓		
- Decision making & problem solving			✓					✓		
Approach preparation, set-up and briefing			✓					✓		
ILS RW 09 approach			✓					✓		
Full stop landing, and taxi to apron			✓					✓		
General CRM considerations:			✓					✓		
- Optimization of available resources			✓					✓		
- Problem analysis and judgment			✓					✓		
- Workload distribution & time management			✓					✓		
- Crew coordination / interaction			✓					✓		
OPS requirements & specification compliance			✓					✓		

Instructor's comment (if any):

Well done.

ERJ RECURRENT CRM/LOFT #1/2009 completed: *[Signature]* (I/P signature)
 ERJ 2009 #1 PT LOFT REV. 1-1 19/APR/2009 PAGE 2 OF 2

FORM 06: PROFICIENCY CHECK AIRCRAFT / FFS (CIRCLE ONE)

NAME: <u>張金田</u>	AIRCRAFT TYPE: <u>ERJ-190</u>
POSITION: <u>CAPT.</u>	LOCATION: <u>SIN.</u>

PRE-FLIGHT / COCKPIT PREP	<u>S/S</u>	APPR PREP / AREA ARRIVAL	<u>S/S</u>
CHECKLISTS / BRIEFINGS	<u>S/S</u>	HOLDING	<u>S</u>
ENG STARTS NORM / ABNORM	<u>S/S</u>	PREC APPR 2 ENG / 1 ENG (CAT 1)	<u>S/N</u>
AC GND OPS	<u>N</u>	NON-PREC APPR 2 ENG / 1 ENG	<u>N/S</u>
TAKE-OFF LVTO (RVR 350)	<u>N</u>	CIRCLING 2 ENG / 1 ENG	<u>N/N</u>
CROSS WIND (MAX)	<u>S</u>	GO-AROUND 2 ENG / 1 ENG	<u>S/N</u>
REJECTED	<u>S</u>	LANDING 2 ENG / 1 ENG	<u>S/S</u>
ENG FAILURE / FIRE AFTER V1	<u>S/S</u>	CROSS WIND (MAX)	<u>S</u>
AREA DEPARTURE	<u>S</u>	REJECTED	<u>S</u>
STALLS / STEEP TURNS / UPSET REC	<u>N/N/N</u>	ATC PROC / IFR FLIGHT ABILITY	<u>S/S</u>
NORMAL PROCEDURES	<u>S</u>	OPS REQUIREMENTS & SPECIFICATIONS	<u>S</u>
ABNORM & EMERGENCY PROC	<u>S</u>	JUDGEMENT AND DECISION	<u>S</u>
		USE OF CRM / CREW COORDINATION	<u>S/S</u>

NOTE: S - SATISFACTORY, U - UNSATISFACTORY, SB - SATISFACTORY WITH BRIEFING, N - NOT APPLICABLE

REMARKS: <u>PC#01 2009</u>	
RESULT: <u>PASSED</u> / FAILED (CIRCLE ONE)	CHECK PILOT: <u>林昌輝</u> LICENSE NO: <u>101578</u>
DATE: <u>2009/06/26</u>	CHECKEE: <u>張金田</u>

Effective date : 2009 MAY 01

Chapter : 10

Revision no : 16

Page : 10-8

FORM 3A: EBS / FFS TRAINING (CIRCLE ONE)

NAME: <u>張金田</u>	TRAINING TYPE: <u>Recurrent Training</u>
POSITION: <u>CAPT.</u>	AIRCRAFT TYPE: <u>ERT-190</u>

SESSION: <u>1</u>	DATE: <u>2009/06/26</u>
HOURS: <u>02:00</u>	IP / TRAINEE: <u>張金田</u>
REMARKS: <u>- Completed Recurrent LOFT #01.</u> <u>- Completed PT #01.</u> <u>- Ready for check</u>	

SESSION: <u>2</u>	DATE: <u>2009/06/26</u>
HOURS: <u>02:00</u>	IP / TRAINEE: <u>張金田</u>
REMARKS: <u>- Completed PC #01</u>	

SESSION: _____	DATE: _____
HOURS: _____	IP / TRAINEE: _____ / _____
REMARKS: _____ _____ _____	

Effective date : 2009 MAY 01

Chapter : 10

Revision no : 16

Page : 10-5

FORM 06: PROFICIENCY CHECK AIRCRAFT / FFS (CIRCLE ONE)

NAME: <u>梅宏鏡</u>	AIRCRAFT TYPE: <u>ERJ-190</u>
POSITION: <u>CAPT.</u>	LOCATION: <u>SIN.</u>

PRE-FLIGHT / COCKPIT PREP	<u>S/S</u>	APPR PREP / AREA ARRIVAL	<u>S/S</u>
CHECKLISTS / BRIEFINGS	<u>S/S</u>	HOLDING	<u>S</u>
ENG STARTS NORM / ABNORM	<u>S/S</u>	PREC APPR 2 ENG / 1 ENG (CAT 1)	<u>S/N</u>
AC GND OPS	<u>N</u>	NON-PREC APPR 2 ENG / 1 ENG	<u>N/S</u>
TAKE-OFF LVTO (RVR 350)	<u>N</u>	CIRCLING 2 ENG / 1 ENG	<u>N/N</u>
CROSS WIND (MAX)	<u>S</u>	GO-AROUND 2 ENG / 1 ENG	<u>S/N</u>
REJECTED	<u>S</u>	LANDING 2 ENG / 1 ENG	<u>S/S</u>
ENG FAILURE / FIRE AFTER V1	<u>S/S</u>	CROSS WIND (MAX)	<u>S</u>
AREA DEPARTURE	<u>S</u>	REJECTED	<u>S</u>
STALLS / STEEP TURNS / UPSET REC	<u>N/N/N</u>	ATC PROC / IFR FLIGHT ABILITY	<u>S/S</u>
NORMAL PROCEDURES	<u>S</u>	OPS REQUIREMENTS & SPECIFICATIONS	<u>S</u>
ABNORM & EMERGENCY PROC	<u>S</u>	JUDGEMENT AND DECISION	<u>S</u>
		USE OF CRM / CREW COORDINATION	<u>S/S</u>

NOTE: S = SATISFACTORY, U = UNSATISFACTORY, SB = SATISFACTORY WITH BRIEFING, N = NOT APPLICABLE

REMARKS: <u>PC# 01 2009</u>	
RESULT: <u>PASSED</u> / FAILED (CIRCLE ONE)	CHECK PILOT: <u>林昌輝</u> LICENSE NO: <u>101578</u>
DATE: <u>2009 / 06 / 28</u>	CHECKEE: <u>梅宏鏡</u>

Effective date : 2009 MAY 01

Chapter : 10

Revision no : 16

Page : 10-8

FORM 3A: EBS / FFS TRAINING (CIRCLE ONE)

NAME: <u>梅宏競</u>	TRAINING TYPE: <u>Recurrent Training</u>
POSITION: <u>CAPT.</u>	AIRCRAFT TYPE: <u>ERJ-190</u>

SESSION: <u>1</u>	DATE: <u>2009/06/26</u>
HOURS: <u>02:00</u>	IP / TRAINEE: <u>梅宏競</u>
REMARKS: <u>- Completed Recurrent LOFT #01.</u> <u>- Completed PT #01.</u> <u>- Ready for check.</u>	

SESSION: <u>2</u>	DATE: <u>2009/06/26</u>
HOURS: <u>02:00</u>	IP / TRAINEE: <u>梅宏競</u>
REMARKS: <u>- Completed PC #01.</u>	

SESSION: _____	DATE: _____
HOURS: _____	IP / TRAINEE: _____
REMARKS: _____	

Effective date : 2009 MAY 01

Chapter : 10

Revision no : 16

Page : 10-5