

出國報告(出國類別：實習)

## 98 年度檢查員 MD-90 型模擬機 年度複訓報告

服務機關：民用航空局

姓名職稱：羅夢雄/約聘人員  
張晏賓/約聘人員

派赴國家：日本/東京

出國期間：98.09.28 - 98.10.01

報告日期：98.10.28

列印

## 提要表

系統識別號：	C09803205					
計畫名稱：	檢查員MD-90型模擬機年度複訓					
報告名稱：	98 年度檢查員MD-90 型模擬機年度複訓報告					
計畫主辦機關：	交通部民用航空局					
出國人員：	姓名	服務機關	服務單位	職稱	官職等	E-MAIL 信箱
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前往地區：	日本					
參訪機關：	無					
出國類別：	其他					
出國期間：	民國98年09月28日 至 民國98年10月01日					
報告日期：	民國98年10月28日					
關鍵詞：	模擬機 複訓 MD-90					
報告書頁數：	33頁					
報告內容摘要：	<p>民用航空局為遂行民用航空法所交付之飛安監理任務，比照美國 FAA 成立檢查員制度，設置有航務、適航、保安及危險物品等類別航空安全檢查員，以完成民航六業之各項安全檢查。而航務檢查員中除了座艙安全檢查員外，皆需俱備機型檢定資格。依據民航法規07-02A「航空器飛航作業管理規則」中之規定，對已任職於特定機型及職務之組員，應實施定期訓練俾確保其勝任職務，機種相關之組員資源管理訓練協調合作、特殊需求訓練、各種因機身、發動機或各系統之故障、火災、危險物品運送訓練及其他不正常情況下緊急處理程序。故於本檢查制度下，凡持有機種檢定證之檢查員，應每年實施機種複訓，俾符合法規要求適職性訓練，並維持機種熟悉度，以有效協助、督導航空公司之運作及檢查業務之遂行。</p>					
電子全文檔：	C09803205_01.pdf					
出國報告審核表：	C09803205_A.pdf					
限閱與否：	否					
專責人員姓名：	陳碧雲					
專責人員電話：	02-23496197					

列印

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# 民用航空局因公出國報告資料表-實習

## 壹、出國目的:

民用航空局為遂行民用航空法所交付之飛安監理任務，比照美國 FAA 成立檢查員制度，設置有航務、適航、保安及危險物品等類別航空安全檢查員，以完成民航六業之各項安全檢查。而航務檢查員中除了座艙安全檢查員外，皆需俱備機型檢定資格。依據民航法規 07-02A 「航空器飛航作業管理規則」中之規定，對已任職於特定機型及職務之組員，應實施定期訓練俾確保其勝任職務，機種相關之組員資源管理訓練協調合作、特殊需求訓練、各種因機身、發動機或各系統之故障、火災、危險物品運送訓練及其他不正常情況下緊急處理程序。

故於本檢查制度下，凡持有機種檢定證之檢查員，應每年實施機種複訓，俾符合法規要求適職性訓練，並維持機種熟悉度，以有效協助、督導航空公司之運作及檢查業務之遂行。

## 貳、過程

### 一、出國行程

#### (一) 搭乘航班：

9月28日 BR2198 桃園至成田 0850/1230

10月1日 BR2197 成田至桃園 1415/1700

#### (二) 參加人員：

交通部民用航空局：羅夢雄(民航局航空安全檢查員)

張晏賓(民航局航空安全檢查員)

立榮航空代訓教官：李令昭(民用航空局委任考試官)

#### (三) 每日行程

日期	行程	備註
98年9月28日	搭乘長榮 BR2198 桃園-成田	駕駛艙航路查核
98年9月29日	東京羽田日航訓練中心	檢查員 MD-90 年度複訓
98年9月30日	東京羽田日航訓練中心	民航局委任考試官 年度評鑑
98年10月1日	搭乘長榮 BR2197 成田-桃園	駕駛艙航路查核

### 二、駕駛艙航路查核

#### (一) 去程駕駛艙航路查核

98年9月28日去程搭乘長榮航空 BR-2198 航班前往日本東京，兼施桃園-成田國際航線之駕駛艙航路查核。

本航班機型為空中巴士 A330 型、編號 B-16311 航機，本次飛航由長榮航空公司資深機長 RATOMIR MIJUSKOVIC 與副駕駛吳家豪執行，飛航組員證照齊全，效期及個人裝備之備份眼鏡及手電筒合規定。

經查該航班之操作飛行計畫、組員資格、航空器通訊導航裝備數量、跑道分析、載重平衡等資料，航機適航維護等均符合相關規定。

本航班機長 MIJUSKOVIC 於長榮航空公司已服務近 15 年，曾擔任

MD-11 及 B767 機長，飛行經驗豐富。檢查員於觀察席聽取完安全提示後，該機長更詳細補充提示於雙組員失能時的逃生要點。

本航段原為副駕駛吳家豪擔任操控駕駛員主飛，機長為監控駕駛員。惟離場時側風大於該公司規定右座起飛限制，而機長掌握此一情形，依規定取回操控駕駛權主飛桃園-成田航段，副機長改為監控駕駛員。由此可見該航班組員不但狀況警覺良好，也對長榮航空公司的航務規定有充份的了解並據以執行。

本班機機載油量 21,700 公斤，於 UTC 0106 桃園 05 號跑道起飛，NIPAS 3K 離場，組員依標準操作規定執行飛行前檢查、任務提示、各項檢查表，離場、飛機操控等符合規範，航行計畫與實際情況相符。於日本成田機場雷達導引進場，執行 16L 跑道精確儀器降落，標準程序熟練，落地操縱良好，餘油 7,000 公斤，高於最低安全油量。飛行操作各項檢查持檢查表執行，組員協調合作良好，飛航組員遵守各項航機限制，飛行管理佳，依規定檢查航路各航點上航機油量及儀表裝備，空地通話熟練。

觀察機邊作業，本航班機坪作業與旅客隨身攜帶行李皆符合規定。

本次駕駛艙航路查核，無異常情況發現。

## (二)回程駕駛艙航路查核

98 年 10 月 1 日回程搭乘長榮航空 BR-2197 成田-桃園航班返回臺灣，兼施該航線之駕駛艙航路查核。

本航班機型為空中巴士 A330 型、編號 B-16308 航機，本次飛航由長榮航空公司資深機長黃國鈿與副駕駛薛仁欽執行，飛航組員證照齊全，證照效期及個人裝備之備份眼鏡及手電筒合規定。

經查該航班之操作飛行計畫、組員資格、航空器通訊導航裝備數量、跑道分析、載重平衡等資料，航機適航維護等均符合相關規定。

本航班副機長薛仁欽為操控駕駛員，機長為監控駕駛員，飛行前檢查、提示、離場、飛機操控等均符合長榮航空公司標準操作程序規範。

旅客隨身行李管制，無異常情況發現。

航行計畫與實際情況相符，機載油量 21,080 公斤，日本成田機場新滑行道滑行時，機長小心謹慎，命副機長與航管充份溝通，並仔細查看航圖，以避免誤入其它滑行道或造成跑道入侵之可能。抵達臺北航管區後由航管雷達導引攔攔桃園 06 跑道儀器降落系統進場，程序熟練，落地操控良好，餘油 5,220 公斤，高於最低安全油量。飛航組員各項檢查依規定持檢查表執行，組員協調合作良好，遵守各項航機限制，飛行管理佳。

本次駕駛艙航路檢查無異常情況發現。

### 三、檢查員 MD-90 年度複訓

#### (一)東京羽田日航訓練中心簡介

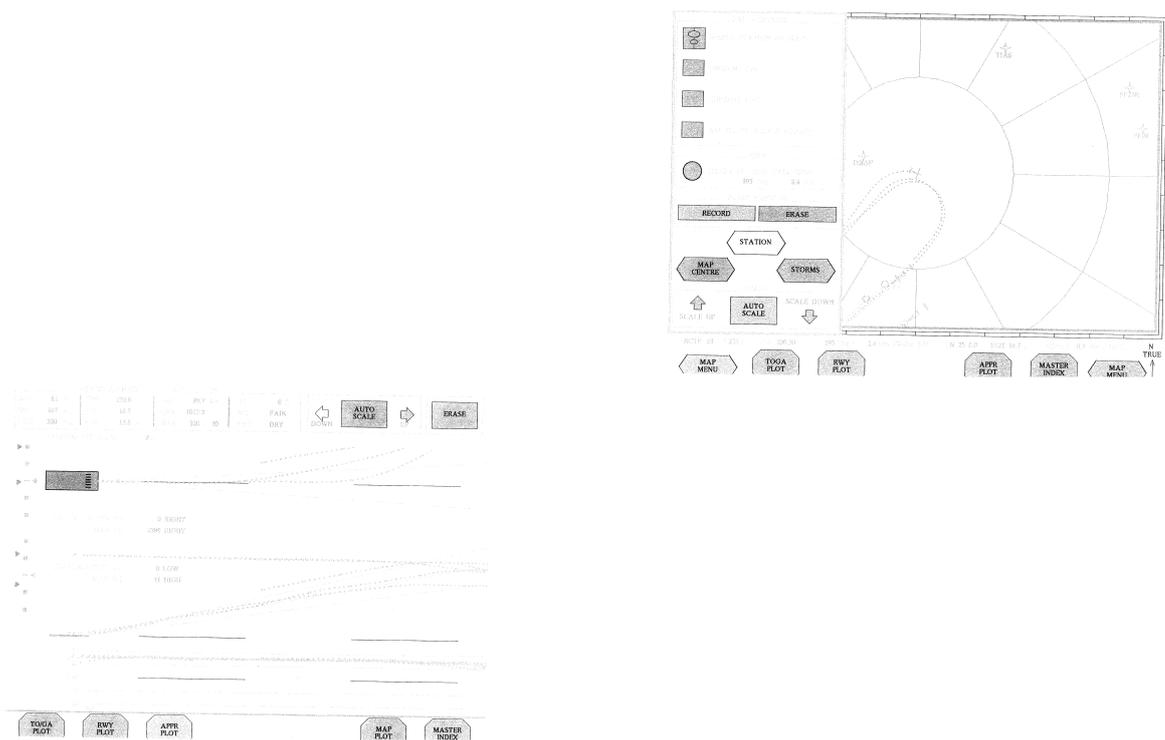
由於國內航空公司僅有長榮與立榮航空使用 MD-90 機型，飛航組員的訓練需求有限，加上模擬機的建置與維護成本考量，並無購置該型模擬機，所以定期複訓皆是至國外來租借模擬機時段來完成。本次模擬機使用的是日航的 MD-90 模擬機，原本屬於 JAPAN AIR SYSTEM，位於羽田機場整備區第三大樓。同棟大樓內還有波音 777 的模擬機，本訓練中心管理良好，模擬機的狀態也保持在極佳的狀態。區內並規劃有簡報室與休憩室，環境整潔，並有設置電子密碼鎖門禁作為訓練中心的保安措施。

也因日航本身也是使用同樣的模擬機來作為自身飛航組員的訓練，並以自身飛航訓練為第一優先，所以長榮、立榮航空所能取得時段多落於晚上，有些時段甚至是凌晨時段，較為不利。本次檢查員年度複訓所使用模擬機時段即為晚上 11:00 至凌晨 3:00 的區間。

#### (二)檢查員年度複訓課程

本次檢查員複訓乃委由立榮航空代訓，執行訓練教官李令昭機長，教學資歷豐富，亦是本局於立榮航空公司之委任考試官(DE)，所使用的訓練課程為立榮航空公司本年度第二次複訓課程(PT2)，複訓課程時數為飛前簡報 1 小時，模擬機術科張員與羅員輪流執行操控駕駛員與監控駕駛員任務各 2 小時共計 4 小時，飛後講評 1 小時。複訓之執行目的以將課表所列術科項目訓練到熟練為止，以確保飛安與飛航品質。訓練課程以三年為一循環涵蓋所有飛機系統，而本次所著重的是引擎、輔助動力裝置、液壓、起落架與飛控系統，課程中並強調運用駕駛艙資源管理包含風險與錯誤管理 THREAT AND ERROR MANAGEMENT (TEM) 等 6 項技巧來完成飛航中各項任務或異常與緊急狀況之處置。詳細之訓練課程請參見附件 1。

代訓教官李機長於飛前簡報時展現良好本職學能，對於受訓檢查員所提各項問題均適切回答，課程提示詳盡，並以溫和及有禮貌的方式執行訓練，科目分配時間掌握良好，異常狀況發生過程合於邏輯。飛後簡報時，並以模擬機中術科操作時所列印出圖表來講解，以增進理解與加強印象，下二圖即是操作環繞進場課目的列印圖。



### (三)立榮航空公司民用航空局委任考試官年度評鑑

根據民用航空法第二十五條規定，航空人員術科檢定業務，得由民航局委託機關、團體或個人辦理；民航局定訂受委託者之資格、責任、監督及其他應遵行事項之辦法。委任考試官每十二個月更新其任命一次，而本局航務檢查員則依據檢查員手冊 JOB FUNCTION 12 委任考試官之管理來執行本次年度評鑑，評估本局所委任之航空運輸駕駛員考試官於代表本局執行給證業務時，能夠有檢定給證的初次核發及加簽之知識、能力與技術需求，明瞭所要執行之檢定給證測驗之相關程序、方法及技術，了解民用航空局所規定之考試員的責任、權力及限制，並能夠適切使用特殊考試員任務須使用之民用航空局表格及工作輔助。

基本上，委任考試官年度評鑑應於任期屆滿前三個月，應由主任航務檢查員或由主任航務檢查員所委任之另一等級適合之檢查員觀察委任考試官執行一檢定給證檢查任務，若無法在上述的情況下進行觀察，則檢查員可在委任考試官執行能力或適職性考驗時進行觀察。本次立榮航空公司續聘委任考試官李令昭機長之年度評鑑，因無給證考驗之故，即是以執行該公司黃景平機長與陳文盛副機長的適職性考驗(PC2)來做為續聘委任考試官的年度評鑑。適職性考驗(PC2)的課目內容請參見附件 2。

綜觀李委任考試官於執行本次適職性考驗(PC2)時，認真專業，態度溫和，考驗課目及時間分配掌握良好，模擬機飛前簡報時清楚說明考驗標準與流程，模擬機術科考驗中，教官席上科目、異常狀況設定操作流暢，且基於豐富飛行經驗，所設定各項飛航時異常狀況之發生，也都合乎邏輯；考驗後簡報切中要點，完全將受考駕駛員於術科考驗的表現了若指掌，考驗後文件使用及填寫正確。

根據本次年度評鑑的結果，立榮航空公司李委任考試官可勝任並有資格續聘為本局委任考試官。

## 參、心得及建議

依民用航空法的規定，經營民用航空運輸業者，需具有依相關法規從事安全營運之能力，負責飛安監理之民用航空局則依法得檢查民航業者之航務運作。航務檢查員為保持其工作之適職性，必需比照航空公司之航務人員有相應適當之訓練，以勝任並達成檢查制度下所委任之各項任務。每年一次的模擬機複訓，除了是讓持有機型檢定證的航務檢查員保有其機型最基本的熟悉度俾益航路駕艙查核外，另一方面也是除了經由文件審核，了解所委任代訓航空公司訓練能量與訓練計畫之落實程度，並親身體驗其標準操作程序與訓練課程的合理性，實有一舉數得之效，應持續為之。

# 附件

## 6. PROFICIENCY TRAINING / PROFICIENCY CHECK

### 6.3. PT2 (2009 / 2010)

<b>Training Module</b> (COLD WX OPS)	<b>Applicable to</b> MD90 Recurrent training
<b>Objectives</b> <p>Recurrent training to proficiency of all maneuvers listed in the lesson summary, with emphasis on the aircraft systems (as per the three-year training cycle) – ENGINES, APU, HYDRAULICS, LANDING GEAR, and FLIGHT CONTROLS and TEM and the 6 CRM skills (includes CRM-LOFT exercise).</p> <p>For training purposes, FOM crosswind and visibility limits may be exceeded at the IP's discretion; aircraft limitations are to be observed.</p>	<b>Prerequisites</b> <p>Trainees are to review ALL related material in company publications prior to simulator training, including the PT PowerPoint presentation (available on Crew Website.)</p> <p>Publication references for each exercise have been provided; additionally, trainees are to review FCOM Vol. III – System Description – ENGINES, APU, HYDRAULICS, LANDING GEAR, and FLIGHT CONTROLS.</p>
<b>Training location</b> Briefing Room, Full Flight Simulator	<b>To be given by</b> SIP, GIP
<b>Training Aids</b> FCOM, QRH, FOM, MEL, FCTM, FOSM and PowerPoint	<b>Programmed hours</b> 4 hours per pair 3 hours per single

**LESSON SUMMARY**

<p><b><u>PART A: CRM LOFT</u></b></p> <ul style="list-style-type: none"> <li>• Cold WX OPS, slippery runway condition</li> <li>• Normal take off</li> <li>• System failure</li> <li>• Non precision approach to a full stop landing</li> </ul> <p><b><u>PART B: SECOND SECTOR</u></b></p> <ul style="list-style-type: none"> <li>• Crosswind takeoff; radar vector for a non precision approach to a full stop landing (For crew who acts as PM on LOFT)</li> </ul> <p><b><u>PART C: HANDLING EXERCISES</u></b></p> <ul style="list-style-type: none"> <li>• RTO and evacuation</li> <li>• Takeoff with engine failure after V<sub>1</sub>, one engine inoperative ILS Approach, missed approach, and full stop landing (Captains only)</li> <li>• Takeoff with engine failure after V<sub>1</sub>, one engine inoperative ILS Approach and full stop landing (CM2)</li> </ul>	<p><b><u>PART D: CAT II/III</u></b></p> <ul style="list-style-type: none"> <li>• CAT III Approaches</li> </ul> <p><b><u>PART E: ADDITIONAL EXERCISES</u></b> (should be completed if time permits)</p> <ul style="list-style-type: none"> <li>• Two engines flameout</li> <li>• Bounced landing recovery</li> <li>• Maximum crosswind takeoff and landing practice</li> </ul> <p>CAPT:</p> <ul style="list-style-type: none"> <li>• Visual approach RCTP RWY 05</li> </ul> <p>SFO/ FO:</p> <ul style="list-style-type: none"> <li>• Normal takeoff with visual circuit with a missed approach at or below 50 ft RA</li> <li>• Reposition 3 NM final for visual approach without FD</li> </ul>
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<p><b>Airport</b> TPE (RCTP) RWY 06 Gate: C5</p>	<p><b>Route</b> RCTP-VMMC AJ2M RNAV DEP A1 ELATO SAMMI SMT4B</p> <p><b>CRZ LVL:</b> FL300 <b>ALTN:</b> VHHH <b>W/C:</b> M065</p>																
<p><b>Call sign</b> BR 817</p>	<p><b>Visual scene</b> Night/Winter</p>																
<p><b>Performance</b></p> <table border="0"> <tr> <td>Total Fuel</td> <td style="text-align: right;">8.0</td> <td>T/O Flaps / Accel. Ht</td> <td style="text-align: right;">11/1500</td> </tr> <tr> <td>ZFW</td> <td style="text-align: right;">57.0</td> <td>E/O Accel. Ht</td> <td style="text-align: right;">800</td> </tr> <tr> <td>RSV Fuel</td> <td style="text-align: right;">2.7</td> <td>TOW CG</td> <td style="text-align: right;">17.4%</td> </tr> <tr> <td>TOW</td> <td style="text-align: right;">64.7</td> <td>CI</td> <td>Refer to the latest fuel control bulletin</td> </tr> </table>	Total Fuel	8.0	T/O Flaps / Accel. Ht	11/1500	ZFW	57.0	E/O Accel. Ht	800	RSV Fuel	2.7	TOW CG	17.4%	TOW	64.7	CI	Refer to the latest fuel control bulletin	
Total Fuel	8.0	T/O Flaps / Accel. Ht	11/1500														
ZFW	57.0	E/O Accel. Ht	800														
RSV Fuel	2.7	TOW CG	17.4%														
TOW	64.7	CI	Refer to the latest fuel control bulletin														
<p><b>Weather</b> <b>TAF</b> RCTP 0024 10020KT 1600 -SN OVC008 TEMPO 0103 15018KT 1000 SN</p>																	

RCSS 0024 07016KT 1200 FZRA BKN005 OVC009 BECMG 0305 11015KT 2500 -SN VMMC 0024 12010KT 1200 -FZRA OVC012 TEMPO 0204 2000 -DZ VHHH 0024 09018G28KT 1000 -RABR OVC006 BECMG 0103 1600 BKN006 FZRA  <b>METAR</b> RCTP 12015KT 1500 -SN FEW005 BKN008 OVC015 M03/M03 1019 BRAKING ACTION MEDIUM RCSS 09014KT 2000 -FZRA FEW003 BKN010 BKN018 M01/M02 1020 VMMC10013KT 2500 BR FEW006 SCT012 BKN016 00/M02 1022 TEMPO 1800 FZDZ VHHH 11016M22KT 1600 -DZ FEW003 BKN009 BKN020 M02/M03 1021
<b>REMARKS</b> De/Anti-icing fluid available : KILFROST ABC-S PLUS Type IV Concentration : 100/0
<b>MEL</b> (For CRM LOFT only) : 32-46-01 Auto Brake System
<b>Clearance:</b> "EVA 817 clear to Macau, via AJENT 2 MIKE RNAV Departure, A1, Flight Plan Route, Flight Level 200 initially, expect Flight Level 320 at AJENT, Squawk 2645"
<b>Communication</b> RCTP Clearance 121.8/ GND 121.7/ TWR 118.7/ DEP125.1

NOTE: Review the Power Point briefing material for the PT which is accessible from the Crew Website. Trainees must prepare a PTC for the LOFT portion of the training (use RAM) and do all the corrections if required. These preparations should be completed before attending the training.

### CREW TRAINING / CHECKING AND PAIRING POLICY

1. Only Captains will be trained or checked in the CM1 seat. Other crewmembers will be trained or checked in the CM2 seat.
2. Captains may schedule as a partner in any seat for simulator training or check assignments.

### PART A: CRM LOFT (1:15)

IP is to act as Ground Engineer in briefing the crew on the MEL.

The IP should explain the purpose of the CRM LOFT is to develop teamwork, resource management, and decision-making skills. The IP should not intervene in any decision made by the flight crew and should provide any assistance requested, acting as ATC, maintenance, chief purser, EVA operations, etc. Except for engine quick start and, where specific instructions for aircraft slew are included, the LOFT exercise is to run in real time.

The IP should brief and debrief focusing on the 6 CRM skills of **threat analysis, decision making, workload management, situational awareness, communication** and **error management** and emphasize **VVM** and the role of PM in assisting PF.

BR817 is a scheduled flight from TPE to MFM. The aircraft has some snow accumulation due to precipitation. The IP will configure the simulator with the APU running and engines shutdown at the parking ramp. The IP will act as ATC, maintenance, cabin crew, company agent or any other role as required. The crew should use this resource and communicate as they would in a real situation.

**COCKPIT PREPARATION / ENGINE START/TAXI AND BEFORE TAKEOFF**

Normal cockpit preparation	FCOM NP.30
Cold weather operations	FCOM SP.30
Engine non normal prior to taxi	QRH AM.40

**<IP notes>**

- The IP should not intervene in any decision made by the flight crew.
- Trainees will carry out the cockpit preparation and briefing (should be completed in 20mins)
- IP will start the video and use it for debriefing if available
- Pushback tail right or auto pushback
- Prior to taxi, insert the following failure:
- After crews complete the QRH and decide on a course of action, then clear the malfunction and do the required resetting(s).
- Monitor correct application of Cold Weather Operations

**TAKEOFF & CLIMB**

Normal takeoff	FCTM 3.1
System failure in Flight controls or Landing gear	QRH EP.10/AP.70
TEM application during an irregular flight event	FOM 5
Non precision approach	FCOM SP.90

**<IP notes>**

- Simulate icing condition.
- Brief the crew that the simulator cannot correctly simulate low temperature altitude variations. Do not apply low temperature corrections to the charted altitudes for the approach. Stress that this is a simulator deficiency and that these corrections must be applied during line operations
- System failure
- Non-precision approach

IP will ensure that the crew demonstrates continuous improvement in all areas relating to the 6 skills, TEM and VVM

Clear the malfunction and reset the cockpit panels

**PART B: SECOND SECTOR (00:20)**

Crosswind takeoff	FCTM 3.1
VOR or LOC approach	FCOM SP.90

**<IP notes>**

Weather: wind140/12, visibility 3200m, ceiling 800ft, temperature 15°C (advise the crew)

Reposition the aircraft around JAMMY at 5000' with slats extended speed 200 knots to allow time for the approach setup and briefing

Active runway is RCTP RWY 05

After the approach briefing is complete clear the crew direct to KARAN for ILS RWY 05 LOC ONLY APPROACH or direct to HEROD for VOR DME RWY05.

**PART C: HANDLING EXERCISES (01:00)**

IP should monitor rotation rate on takeoff and touch down pitch attitude for all landings

Some pilots shown weakness in the following areas: pitch control (initial pitch too high), following FD commands vs. basic instruments scanning, inconsistent rudder control etc

**TAKEOFF**

RTO at heavy weight and high speed	FCTM 3.1
Low visibility takeoff at heavy weight with an engine failure	FOM 6.9/6.12

**<IP notes>**

Weather: CM 1 visibility RVR 200m, wind 140/20; CM 2 visibility 700m, wind 320/15

Set ZFW/fuel to 56/10 tons. Takeoff thrust and flaps settings as required.

Considerations: departure alternate, ILS tuning

NOTE: Inform trainee "RTO" may be prompted by ATC instruction, crew incapacitation, aircraft system malfunction...etc, and EVACUATION may occur at any stages of Handling Exercises

Reposition for takeoff and select engine failure at or after V1.

Complete the exercise including checklists and a discussion of landing considerations

**ENGINE INOPERATIVE APPROACH AND LANDING**

One Engine Inop ILS approach to a full stop landing (SFO/FO)	FCTM 5.1.2
One Engine Inop. ILS approach and G/A (CAPT) ,then radar vector for another ILS approach to a full stop landing	FCTM 5.2.3 FCTM Chap P5-40

**<IP notes>**

Weather (for training purpose):

CAPT: RVR/VIS 1000m, ceiling 300ft ; SFO/FO: RVR/VIS 1500m, ceiling 400ft

Use flaps28 for landing

SFO/FO: Radar vectors for a manually flown one engine inoperative ILS Rwy 05 approach to a full stop landing

CAPT: Radar vectors for a manually flown one engine inoperative ILS Rwy 05 approach and go around. Autopilot and ATS may be used when on the missed approach. Clear crew to climb to 2,000ft and turn left heading 300 deg for radar vector ILS Rwy 05 approach full stop landing.

IP should monitor touch down pitch attitude

**PART D: CATIII (00:40)**

**LOW VISIBILITY APPROACHES Rwy 05**

CAT III approach with a go around	QRH QR1.2 – 1.4
CAT III approach exercise and full stop landing	

**<IP notes>**

Change active runway to 05

Reposition 5nm final, set RVR 200m (CAT IIIA)

Point out that seat position and lighting controls are key point to successful CAT II/III approaches

Brief CM 2 that PM discipline is important for all flight operations but critical for CAT II/III

Flap 40 should be used due to the desirable lower pitch attitude

First approach,

Review all the CAT II/III procedures and normal landings

Second approach,

**IP selects CAT II weather**

System malfunction

Clear the malfunction and reset the cockpit panels

Third approach,

Set RVR to 200m with no system malfunction during approach.

**PART E: ADDITIONAL EXERCISES (WHEN TIME PERMITS)**

Two engine flameout	QRH EP.10 FCTM 8.3 & 9.2
Bounced landing recovery	FCTM 6.2
Visual circuits	FCTM 5.1.9
Maximum crosswind takeoff and landing practice	FCTM 3.1.5 & 6.4

**<IP notes>**

Reposition RCTP RWY 23 and wind 230/10.

**Two engine flameout**

Aim is to simulate the loss of all engines at low altitude. The crew should carry out the recall item and develop a plan of action. The separation of PF and PM duties is vital to a good outcome. The PF should display the leadership in supporting PM. ATC, passengers and cabin crew also need to be altered.

At a low altitude, recover one engine. The crew should re-evaluate their situation.

Complete the training to RCTP RWY 23 with ILS approach. Observe that the crew manage the failure and prioritizes the required tasks.

Clear the malfunction and do required resetting, then reposition to RWY 23.

**Bounced landing recovery**

Bounced landings may be caused by:

- Unstable approach which results in large thrust and pitch corrections in the flare
- Holding off in the flare which extends the flare causing a loss of airspeed and then results in a rapid loss of altitude
- Trimming in the flare causes a loss of feel of the elevator resulting in unusual attitudes
- Mishandling of crosswinds. Cross controls reduces lift and increases drag which will increase the rate of descent if not corrected. The effect will be worsen by shifting wind and turbulence

Reposition on 2NM final with landing configuration.

IP will seat on either RHS or LHS depends on trainee is CAPT or SFO/FO, and will fly the A/C first then let the trainee recover it.

To produce a bounce, a normal approach descent rate must be maintained until 10' RA, then initiate an abrupt pull up as if in a low altitude over flare maneuver.

If the aircraft bounces after touchdown, hold or re-establish a normal landing attitude and added for a shallow bounce or skip.

When a high, hard bounce occurs, initiate a go-around. Apply go-around thrust and follow normal go-around procedures. Do not retract the landing gear until a positive rate of climb is established for a second touchdown may occur during the go-around.

To avoid the risk of possible airplane structural damage, do not make large nose down control column movements prior to nose gear touchdown.

Repeat the maneuver if required.

## Visual circuits

CM1: Visual approach in RCTP RWY 05

CM2: Visual approach in RCTP RWY 05, missed approach at or below 50' RA then reposition to 3NM final for another approach with FD off.

## Maximum crosswind takeoff and landing practice

Reposition on 2NM final with landing configuration

Set weather to CAVOK, 30kt crosswind for Captain, 15 to 25kt crosswind for SFO/FO (training purpose only) and increase the wind velocity gradually

Add gust or turbulence as necessary during exercises

## TRAINING COMPLETE

Reposition to the gate at RCTP

Start the APU

Ensure that the cockpit is correctly configured to the SHUTDOWN CHECK COMPLETE condition

## APPENDIX

CFP page 1 only

Load sheet

55688 EVA817 \_\_\_ 09 MD90-30 B-17926 RCTP/MMC STD  
COMPUTED 1206Z PROG \_1800 ECON/F CI CI30 FF0.0 TPE/MFM

SCHED .....L 0645Z OUT .....Z BLK TIME..... IN .....Z  
SCHED .....L 0835Z OFF .....Z FLT TIME..... ON .....Z  
ETD .....L 0645Z ETE 01.23  
ETA .....Z

	FUEL	TIME				
BOF VMMC	004393	01.23	0555NM	0528AIR	PAYLOAD: 14.0	W/C P018
DEST HOLD	000000	00.00				
ALTN VHHH	001441	00.28	0122NM			MXSH 03/TOC
FINAL RES	001211	00.30				
CONT 3 PC	000618	00.15		LIMIT /	PLANNED	/ ACTUAL
CRIT FUEL	000000	00.00				
TANKERING	000000	00.00	ZFW	59.9 / 57.0		/.....
REQUIRED	007663	02.36	LDW	64.4 / 60.3	TO FUEL	/.....
EXTRA	000000	00.00	TOW	75.3 / 64.7	TOW	/.....
TAKEOFF	007663	02.36			DIFF	/.....
BALLAST	000000					
TAXI	000300		ADJUST: PER 5000 KGS IN TOW			000248 KGS
TOTAL	007963			-4000 FT AT ECON		132 KGS

ICAO FLIGHT PLAN

(FPL-EVA817-IS  
-MD90/M-SHDIWZ/S  
-RCTP0645  
-N0459F320 AJ2M MKG A1 ELATO DCT TUBBY DCT SAMMI DCT NEDLE DCT PONTI DCT  
SMT SMT4B  
-VMMC0123 VHHH  
-EET/VHHK0041 ZGZU0111  
REG/B17926 SEL/QSFP RMK/TCAS EQUIPPED NAV/RNAV1 RNAV2 RNAV5  
E/0236 P/TBN D/4 184 YELLOW A/WHITE/GREEN)

ALTERNATES

	GMA	DIST	TTK	W/C	FL	TIME	FUEL	BOF
VHHH	058	0122	062	M003	150	00.28	001441	
								VMMC DCT PAPA DCT SOKOE DCT GUAVA DCT TD DCT SMT DCT VHHH
RCKH	125	0444	084	M019	330	01.12	003338	
								VMMC CONGA1T CONGA V3 ENVAR M750 DADON G581 CYRUS DCT PORCH DCT RCKH
RCTP	155	0528	065	M022	330	01.24	003862	
								VMMC CONGA1U CONGA V3 ENVAR M750 TONGA TG3A RCTP



**6.4. PC2 (2009 / 2010)**

<p><b>Checking module</b></p>	<p><b>Applicable to:</b> MD90 Proficiency Check</p>
<p><b>Objectives:</b> The purpose of the PC 2 is to evaluate the Crew Proficiency. System discussion and oral should include Hydraulic system, Land Gear and Brake system, Flight Control system, Engine and APU. Other discussion should include: Cold Weather operation (thunderstorm, wind shear, etc.)</p>	<p><b>Prerequisites:</b> Annual recurrent CBT (Should be completed before the PC2). Satisfactory completion of PT 2.</p>
<p><b>Training location:</b> Briefing room, Full flight simulator</p>	<p><b>To be given by:</b> Simulator CA, DE</p>
<p><b>Training Aids:</b> FOM, FCOM, QRH, FCTM, MEL, FOSM and RAM.</p>	<p><b>Programmed hours :</b> 4 hours per pair 3 hours per single</p>

**LESSON SUMMARY**

<p><b><u>PART A: LINE ORIENTIED EVALUATION</u></b></p> <ul style="list-style-type: none"> <li>• Crosswind take off and area departure</li> <li>• System failure</li> <li>• Non-Precision approach to a full stop landing</li> </ul> <p><b><u>PART B: SECOND SECTOR</u></b> (for crew whom acts as PM on LOE)</p> <ul style="list-style-type: none"> <li>• Crosswind take off</li> <li>• TCAS</li> <li>• RADAR vector for a Non-precision approach to a full stop landing.</li> </ul> <p><b><u>PART C: EMERGENCY DESECNT AND MANUEVERS EVALUATION</u></b></p> <ul style="list-style-type: none"> <li>• Emergency Descent</li> <li>• Steep turn</li> <li>• Approach to stall recovery:             <ul style="list-style-type: none"> <li>-Departure stall (Flaps 15 with Bank 15 degree turn)</li> <li>-Clean or landing configuration (Gear down with Flaps 40)</li> </ul> </li> <li>• Circle to land</li> </ul>	<p><b><u>PART D: HANDLING EXERCISES EVALUATION</u></b></p> <ul style="list-style-type: none"> <li>• RTO and Emergency EVACUATION</li> <li>• Takeoff with an engine failure</li> <li>• One engine inoperative, manual ILS approach with rejected landing ,then radar vector for landing (CAPT)</li> <li>• One engine inoperative, manual ILS approach and landing (FO)</li> </ul> <p><b><u>PART E: ADDITIONAL EXERCISE</u></b></p> <ul style="list-style-type: none"> <li>• CAPT:             <ul style="list-style-type: none"> <li>RCQC VOR DME Rwy 20 Approach and land (For using VNAV)</li> </ul> </li> <li>FO:             <ol style="list-style-type: none"> <li>1. RCKH normal T/O and visual circuit to full stop Rwy 09 (Cross-wind :15kts)</li> <li>2. Reposition to 3nm final for visual approach without F/D.</li> </ol> </li> </ul>
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<p><b>Airport</b> RCKH - VMCC RWY 27 Gate 29</p>	<p><b>Route:</b> SOSAN3P A577 G581 ELATO J101 SAMMI SMT4B <b>DIST</b> 447 NM <b>CRZ</b> FL300 / - 25°C WIND 058/20 <b>ALTN</b> VHHH</p>																				
<p><b>Call sign :</b> EVA 829</p>	<p>Day light visual scene</p>																				
<p><b>Performance</b></p> <table border="0"> <tr> <td>Fuel</td> <td>10.3 tons</td> <td>T/O Flaps/Accel Ht</td> <td>As required / 1500FT</td> </tr> <tr> <td>ZFW</td> <td>57.1 tons</td> <td>E/O Accel Ht</td> <td>800 FT AAL</td> </tr> <tr> <td>TOW</td> <td>67.1 tons</td> <td>CG</td> <td>13.8</td> </tr> <tr> <td>Reserve</td> <td>4.7 tons</td> <td>Crew</td> <td>2/4</td> </tr> <tr> <td>CI</td> <td>30</td> <td>PAX</td> <td>152</td> </tr> </table>	Fuel	10.3 tons	T/O Flaps/Accel Ht	As required / 1500FT	ZFW	57.1 tons	E/O Accel Ht	800 FT AAL	TOW	67.1 tons	CG	13.8	Reserve	4.7 tons	Crew	2/4	CI	30	PAX	152	
Fuel	10.3 tons	T/O Flaps/Accel Ht	As required / 1500FT																		
ZFW	57.1 tons	E/O Accel Ht	800 FT AAL																		
TOW	67.1 tons	CG	13.8																		
Reserve	4.7 tons	Crew	2/4																		
CI	30	PAX	152																		

<b>Weather: METAR</b>	
RCKH	20015 4000 -FZRA SCT005 BKN010 01/00 1019
VMMC	07012 2000 -RA SCA010 BKN 018 00/M02 1021
VHHH	12016 1600 -DZ F005 BKN010 M02/M03 1020
RCTP	29015 4000 -SHRA SCT004 BKN010 OVC30 00/M01 1019
<b>TAF</b>	
RCKH	0024 17015 3000 RA BKN020 TEMPO 0106 3200 RA OVC 010 BECMG 0911 4000 RA BKN020 OVC050
VMMC	0024 07010G25 2500 RA BKN005 OVC018
VHHH	0024 15015G28 1800 RA SCT012 BKN020
RCTP	0024 34012G25 6000 RA BKN010 OVC020
<b>NOTAMs: (for PART A and PART B only)</b>	
RCKH RWY 09 G/S OUT OF SERVICE.	
RCTP RWY 23 ILS U/S; RWY 24 G/S OUT OF SERVICE.	
ALL STOP BARS INSTALLED ON RWY 05/23 ASSOCIATED TWY U/S DUE TO INSPECTION WIP	

**PART A: LINE ORIENTED EVALUATION (01: 10)**

- Normal cockpit preparation	Weather
- Cold weather operation	1000ft/4km
- Push back, Engine start, Taxi, Takeoff and climb.	RWY condition:
- System failure	Wet
- Non-precision approach and full stop landing	

**Clearance:** *“EVA829 is cleared to MACAO airport via SOSAN3P DEP, A577, G581, Flight plan route, climb and maintain FL240, expect FL300 AT PAPAR, Squawk 2629, Departure frequency 124.7..”*

**RCKH Clearance / GND 121.9; TWR 118.7; DEP124.7.**

**PART B: SECOND SECTOR (00:20)**

Crew acts as PM on first sector	Weather
Normal takeoff	1000ft / 4km
TACAS	15°C

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RADAR vector for Non-precision approach Full stop landing	1013 hpa
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**BREAK (00:10)**

**PART C: EMERGENCY DESCENT AND MANEUVERS EVALUATION (00:50)**

Emergency descent : CAPT as PF; FO as PM (If FO is the only checkee, FO will act as PF.) Steep turn Approach to stall recovery TCAS (Crew acts as PF on first sector) Circle to land (Both crew)	Weather CAVOK  1200'/ 8km
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**PART D: HANDLING EXERCISES EVALUATION (01:10)**

BOTH CREW – Low visibility RTO Normal Weight – High speed – Dry Runway.  CAPT Low visibility T/O with either Left or Right engine failure at or after V1. One Engine Inoperative manual ILS approach followed by a missed approach. Then radar vector for another approach and full stop landing.  FO Takeoff with either Left or Right engine failure at or after V1. One Engine Inoperative manual ILS approach, full stop landing.  BOTH CREW - On ground emergency - Passenger EVACUATION	Weather RVR 200m  RVR 200m 400ft/1500m  RVR 700m 500ft/1500m
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**PART E: ADDITIONAL EXERCISES (not check items) IF TIME PERMITS**

<p>CAPT: RCQC VOR DME Rwy 20 Approach and land ( For using VNAV)</p> <p>FO: 1. RCKH normal T/O and visual circuit to full stop Rwy 09 2. Reposition to 3nm final for visual approach without F/D</p>	<p>Weather: Ceiling / Visibility 1000ft / 8km  3000ft / 8km</p>
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- Depends on time remaining, select part or all exercises as appropriate
- Stable approach should be emphasized
- Ensure proper takeoff and rotation technique for all takeoff exercises
- Ensure proper landing and flare technique for all landing exercises during SIM training. Repeat the exercises if required.
- Any other exercises CA deem it is necessary to practice to utilize the remaining SIM time.

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**ADDITIONAL INFORMATION FOR THE CHECK AIRMAN**

**CREW TRAINING / CHECKING AND PAIRING POLICY**

1. Only Captains will be trained or checked in the CM1 seat. Other crewmembers will be trained or checked in the CM2 seat.
2. Captains may schedule as a partner in any seat for simulator training or check assignments.

**BRIEFING / ORAL**

Organize the briefing in four sections:

Promote a relax environment and encourage open communication with syllabus instruction briefing.

Raise realistic need to know questions from this year syllabus' recommended aircraft system while sharing information.

Discuss practical aircraft performance issues.

Confirm awareness of the latest changes in FOM, FCOM and Fleet notices etc.

CA may include the oral questions from this year's system, performance, and latest changes in the syllabus instruction briefing

Annual recurrent CBT should be completed before the PC2. Should any checkee fail to do so, CA may still carry on his check. After satisfactorily completion of the PC2, CA shall report such situation immediately to the FTS. The original flight duty of the checkee will be suspended until his annual recurrent CBT has been satisfactorily completed.

**HANDLING EXERCISES**

The objective is to fulfill CAA requirement and maintain good company standard.

In order to obtain the same standard among the crew it is required that the CA performs the check as far as possible in the same manner as directed (syllabus).

In handling each situation, crews are expected to perform their tasks as they would in real life, utilizing all resources including the automation. Unless otherwise required by the specific exercise, CA should not discourage the crew from using the automation at its fullest.

For the engine out exercise select braking action good with 15kts crosswind and wet runway scene but runway condition is dry.

On Captain's manual ILS approach, missed approach cause by weather or ATC.

**WEATHER MINIMUMS**

In order to assure the appropriate visual segment during landing to avoid unnecessary go-around insert the following values independently of the weather reported:

These weather values have previously been tested in the simulator to assure appropriate visual reference during the approach.

ILS Approaches	300ft / 1.5 km
Non Precision Approaches	1000ft / 4.0 km

**GENERAL**

Teach and check procedures, not techniques; have a flexible mind.

During de-briefing, make emphasis on the positive aspects and the learning process of threat and error management. Reinforce and motivate.

**EVA CHECK FORM**

All the required CAA maneuvers should have been performed in the previous PT1 / PC1 and PT2, therefore, tick boxes for those items performed in the PC2 only.

CA should also tick and brief the “Command potential briefing” item for SFO. Please refer the relative details to The Notice to CA on the EVA WEB site.

**APPENDIX**

CFP page 1 only

Load sheet

16470 EVA829 03 AUG 09 MD90-30 B-17913 RCKH/VMMC STD  
 COMPUTED 0339Z PROG 021212 ECON/F CI C1030 KHH/MFM

SCHED .....L 0225Z OUT .....Z BLK TIME ..... IN .....Z  
 SCHED .....L 0355Z OFF .....Z FLT TIME ..... ON .....Z  
 ETD .....L 0225Z ETE 01.07  
 ETA .....Z

FUEL TIME					
BOF VMMC	003563 01.07	0447NM	0430AIR	PAYLOAD:	13.5 W/C P015
DEST HOLD	000000 00.00				
ALTN VHHH	001442 00.28	0122NM			MXSH 01/TOC
FINAL RES	001266 00.30				
CONT	000732 00.15			LIMIT / PLANNED	/ ACTUAL
TANKERING	002997 01.01	ZFW	59.0 / 57.0		/ .....
REQUIRED	010000 03.21	LDW	64.4 / 63.4	TO FUEL	/ .....
EXTRA	000000 00.00	TOW	70.8 / 67.0	TOW	/ .....
TAKEOFF	010000 03.21			DIFF	/ .....
TAXI	000300	ADJUST:	0038 PER 1000 KGS IN TOW		
TOTAL	010300		-4000 FT AT ECON		4 KGS

ICAO FLIGHT PLAN  
 (FPL-EVA829-IS  
 -MD90/M-SHDIWZ/S  
 -RCKH0225  
 -N0465F300 PR4 PARPA G581 ELATO J101 PONTI/N0456F230 J101 SMT SMT4B  
 -VMMC0107 VHHH  
 -EET/VHHK0026 ZGZU0056  
 REG/B17913 SEL/LRGM  
 RMK/TCAS EQUIPPED NAV/RNAV1 RNAV2 RNAV5  
 E/0322 P/TEN D/4 184 YELLOW A/WHITE/GREEN)

ALTERNATES

	GMA	DIST	TTK	W/C	FL	TIME	FUEL	BOF
VHHH	055	0122	062	M001	110	00.28	001442	
	VMMC	DCT	PAPA	DCT	SOKOE	DCT	GUAVA	DCT
					TD	DCT	SMT	DCT
							VHHH	

Reference: 16470 Page Number: 1 of 5

WYPT	F/L	W/V	MACH	HDG	TAS	DIST	ETA	ATA	FFREM
AWY	GMA	TEMP		TRK	G/S		RETA	ATGO	AFREM
						RCKH	....Z		
							000		
15DME	CLB	127/021		087	261	001	...../.....		10.0
DCT	125	CLB		084	246			0000	
N2234.7	E12021.7								
PR4									
							008		
PARPA	CLB	106/021		208	321	037	...../.....		9.1
DCT	125	CLB		212	325			0008	
N2202.0	E12002.2								
							008		
QUOTA	CLB	092/018		281	442	059	...../.....		8.5
G581	125	CLB		281	459			0016	
N2209.8	E11858.6								
							003		
CYRUS	CLB	078/015		281	474	025	...../.....		8.3
G581	011	CLB		280	488			0019	
N2213.0	E11831.9								
							003		
COMBO	CLB	063/014		280	469	023	...../.....		8.2
G581	011	CLB		279	480			0022	
N2215.7	E11808.0								
							000		
TOC	CLB	053/014		282	466	005	...../.....		8.1
G581	011	CLB		280	476			0022	
N2216.4	E11802.5								
							001		
DADON	300	054/016	759	281	465	002	...../.....		8.1
G581	011	-26		279	477			0023	
N2216.7	E11759.7								
							003		
ELATO	300	054/016	759	280	465	028	...../.....		7.9
G581	011	-26		279	477			0026	
N2220.0	E11730.0								
							006		
TUBBY	300	054/017	759	287	465	047	...../.....		7.7
J101	022	-26		285	476			0032	
N2230.4	E11640.4								
							005		
SAMMI	300	055/019	758	271	465	040	...../.....		7.4
J101	048	-26		269	481			0037	
N2228.0	E11557.7								
							008		
TOD	300	056/022	758	270	465	063	...../.....		7.0
J101	055	-25		269	484			0045	
N2223.6	E11449.0								

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							001	
NEDLE	DES	059/019		270	467	007	...../.....	7.0
J101	055	DES		269	484		0046	
N2223.2 E11442.0								
							002	
PONTI	230	069/024	719	270	450	013	...../.....	7.0
J101	055	-15		269	473		0048	
N2222.3 E11427.8								
							003	
SMT	230	072/024	721	270	456	027	...../.....	6.8
J101	055	-09		268	480		0051	
N2220.3 E11358.9								
							000	
D254B	230	071/023	721	251	457	002	...../.....	6.8
DCT	055	-09		252	480		0051	
N2219.6 E11356.9								
SMT4B								
							004	
HAZEL	DES	066/021		221	423	023	...../.....	6.7
DCT	044	DES		222	441		0055	
N2201.4 E11340.9								
SMT4B								
							000	
D170G	DES	057/017		264	389	003	...../.....	6.7
DCT	044	DES		263	404		0055	
N2200.9 E11337.5								
SMT4B								
							000	
INDUS	DES	054/016		327	383	003	...../.....	6.7
DCT	044	DES		324	383		0055	
N2202.7 E11336.0								
SMT4B								
							003	
ZUH	DES	046/014		330	368	012	...../.....	6.7
DCT	044	DES		327	365		0058	
N2213.2 E11328.2								
SMT4B								
							002	
ZUH11	DES	034/012		034	318	011	...../.....	6.7
DCT	044	DES		034	306		0100	
N2222.5 E11334.5								
SMT4B								
							002	
D037I	DES	035/011		143	281	007	...../.....	6.6
DCT	044	DES		145	285		0102	
N2217.2 E11338.8								
SMT4B								
							000	
ZAO	DES	035/010		221	275	003	...../.....	6.6
DCT	044	DES		221	285		0102	
N2214.8 E11336.7								
SMT4B								

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005  
 VMMC DES 036/010 192 267 006 ...../..... 6.4  
 DCT 044 DES 193 277 0107  
 N2209.0 E11335.5

RAMP FUEL ..... KGS

REMARKS .....  
 .....

DSP: ..... PIC: .....  
 CHANG CHAO JEN LEE LING CHAO

ALTERNATE VALIDITY TIMES

WIND SUMMARY INFORMATION

WPT	2 LVL BLW	1 LVL BLW	CFP LVL	1 LVL ABV
DADON	077/019 M16	066/017 M21	054/016 M26	041/014 M31
ELATO	077/019 M16	066/017 M21	054/016 M26	041/014 M31
TUBBY	072/022 M16	064/020 M21	055/019 M26	046/019 M31
SAMMI	072/022 M16	064/020 M21	055/019 M26	046/019 M31

DESCENT FORECAST

WPT	FL100	FL200	FL300
NEDLE	051/015 P13	067/024 M05	057/024 M25
PONTI	051/015 P13	067/024 M05	057/024 M25
SMT	033/012 P13	065/021 M04	058/027 M25
D254B	033/012 P13	065/021 M04	058/027 M25
HAZEL	033/012 P13	065/021 M04	058/027 M25
D170G	033/012 P13	065/021 M04	058/027 M25
INDUS	033/012 P13	065/021 M04	058/027 M25
ZUH	033/012 P13	065/021 M04	058/027 M25
ZUH11	033/012 P13	065/021 M04	058/027 M25
D037I	033/012 P13	065/021 M04	058/027 M25
ZAO	033/012 P13	065/021 M04	058/027 M25
VMMC	033/012 P13	065/021 M04	058/027 M25

START OF ALTERNATE FLIGHT PLAN VMMC TO VHHH

POSITION	LAT	LONG	AWID	TRAKM	DIST	MORA
FREQY						
PAPA	N2158.7	E11339.4	DCT	163	36	44

Reference: 16470 Page Number: 4 of 5

SOKOE	N2204.7	E11350.6	DCT	062	12	44
TOC	N2201.2	E11344.1	DCT	062	5	44
SOKOE	N2204.7	E11350.6	DCT	062	7	44
GUAVA	N2209.6	E11403.6	DCT	070	13	55
TD 116.10	N2214.9	E11417.6	DCT	070	14	55
SMT 114.80	N2220.3	E11358.9	DCT	289	18	55
VHHH	N2218.5	E11354.9	DCT	246	29	44

TOT DIST: 122

END OF ALTERNATE FLIGHT PLAN

Reference: 16470 Page Number: 5 of 5

RLS

EVA Airways  
Flight Control Department  
Dispatch Release

1. FLT NBR. / Date DEP / ARR STD / STA REV  
EVA829 / XX Aug KHH / MFM 0225 / 0355 00

2.A/C NBR : B17913 CFG : 12/140

3.Payload

FCST. PAX : TTL 152 PAX  
FCST. CGO : 1,036 KGS  
FCST. Payload : 13,500 KGS

4.Clear NBR For Computer Flight Plan

CFP NBR : 16470

5.FUEL CONTROL BULLETIN : No

Dangerous Goods : No  
Crew Minimum : CATI / CATII / CATIII

6.SUGGEST FOB : 10,300 KGS

7.OTHER INFO :

1.MEL:NIL

2.FUEL TANKERING FOR NEXT FLIGHT

3.VHHK SIGMET 7 VALID 022125/030125 VHHH-VHHK HONG KONG FIR  
EMBD TS FCST S OF N2130 W OF E11600 TOP FL450 MOV NW 5KT  
NC=

4.RCAA SIGMET 6 VALID 022100/022400 RCTP-RCAA TAIPEI FIR  
EMBD TS FCST WI N2430 E12400 - N2330 E12400 - N2100 E12130 -  
N2100 E11730 - N2200 E11730 TOP ABV FL400 MOV W 10KT NC=

EVA DISP : CHANG,CHAO-JEN CAA 605916

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PIC:  
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L O A D S H E E T                CHECKED        APPROVED/TIME      EDNO
ALL WEIGHTS IN KILOS            CHANG CHAO-JEN
FROM/TO FLIGHT                  A/C REG VERSION   CREW    DATE    TIME
KHH MFM BR0829 /XXAUG B-17913 0F/12C/140Y 2/4      XXAUG09 1344
                                WEIGHT            DISTRIBUTION
LOAD IN COMPARTMENTS            3004            1/      0 2/      0 3/ 1036
                                4/ 1968
PASSENGER/CABIN BAG            10640           76/ 76/ 0/ 0 TTL 152
                                PAX 0/ 12/140 SOC 0/ 0/ 0
                                BLKD 0
.....
TOTAL TRAFFIC LOAD              13644
DRY OPERATING WEIGHT            43391
ZERO FUEL WEIGHT ACTUAL          57035          MAX 58967          ADJ
TAKE OFF FUEL                    10000
TAKE OFF WEIGHT ACTUAL           67035          MAX 70760          ADJ
TRIP FUEL                          3563
LANDING WEIGHT ACTUAL             63472          MAX 64410          L ADJ
.....
BALANCE AND SEATING CONDITIONS .      LAST MINUTES CHANGES
BI      503.0  DOI      468.3  .DEST SPEC    CL/CPT +/- WEIGHT
LIZFW   282.6  LITOW   302.1  .
MACZFW  10.0 (ONE ZERO DECIMAL ZERO)
MACTOW  13.8 (ONE THREE DECIMAL EIGHT)
A12.B75.C65.SOC0.
CABIN AREA TRIM
.....
UNDERLOAD BEFORE LMC            938.            LMC TOTAL
.....
LOADMESSAGE AND CAPTAINS INFORMATION BEFORE LMC
TAXI FUEL  300 TAXI WGT  67335 MAX  71214
-MFM.76/76/0/0.T3004.3/1036.4/1968.PAX/0/12/140.PAD/0/0/0

SI
BW 41737 BI 503.0 CATERING 1224/13.8-
SERVICE WEIGHT ADJ WGT/IND
ADD
NIL
DEDUCTIONS
NIL
PANTRY CODE T
WING/CENTRE TANK  10000
AUTHORISED WEIGHTS USED FOR PASSENGERS CREW AND BAGGAGE
MFM  FRE  1036  POS  0  BAG 164/ 1968  TRA  0
                                           (EWBS 01.06)
    
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