目　次

一、 目的

為本局 2012 年新引進飛航測試機(King Air 350iER，國籍登記編號 B-00101)未來之各項維修業務督導，本組指職及技士蕭泰弘哲二員赴美國 Wichita Flight Safety Maintenance Training Center 參加 KA 300/350 機型維護初訓(Maintenance Initial)及 Pro Line 21 系統訓練；於完成二項機型訓練後，對新引進飛測機之維護計畫之編定、維修特別注意區域及事項、日常及定期維修及故障排除作業督導協助能順利執行。

二、 行程摘要

2012.03.10 – 03.11	TPE - LAX- Dallas - Wichita 啟程
2012.03.12–2011.03.30	接受 King Air KA 300/350 機型訓練
2011.03.31 – 04.02	Wichita – Dallas – LAX - TPE 返程

三、 訓練中心、課程及訓練過程摘要報告

(一) 訓練中心簡介：

1．美國 Wichita Flight Safety Maintenance Learning Center 主要之訓練課程為 Hawker Beechcraft 公司生產所有機型之機型訓練，包括活塞螺旋槳之 Baron，渦輪螺旋槳之 King Air C90/100/200、King Air300/350，噴射商用小／中型客機之 Primer I/IA、Beech 400A/ Hawker 400XP、Hawker 700/750、Hawker 800/ 800XP/ 850XP、Hawker 900XP 及 Hawker 4000 等。訓練中心簡介請參閱附件一。

2．前揭訓練中心已取得 PW Canada 生產之所有商用飛機發動機(PT6 及 PW-15 系列)之訓練授權，除課堂理論課程外，尚包括發動機 Hot Section 檢查之術科實作訓練課程。

3．Wichita Flight Safety Maintenance Learning Center 也取得中國大陸 CAAC 147 訓練中心之證書及加拿大民航局之訓練授權。

4．Flight Safety 針對商用客機之機型訓練分為五個階段實施，要通過一

個階段之訓練，才能進階接收更高 Level 之訓練；Level 3 跟 Level 4 訓練課程可不分順序先上課：

Level 1: Maintenance Initial Training Course.（飛機系統及發動機訓練，通常時間為二到三週（視機複雜度而定），筆試考試成績要高於 75%才及格。）

Level 2: Maintenance Update Training.（強調飛機儀電系統訓練，通常時間為一週，筆試考試成績要高於 90%才及格。）

Level 3: Engine Run and Taxi.（筆試考試成績要達到 100%才及格；另必須經過模擬機實作測試，考官評定合格才通過。）

Level 4: Troubleshooting.（進階故障排除訓練，可區分為儀電及系統二方面，課程時間適需求及上課內容變動，筆試考試成績要達到 90%才及格。）

Level 5: Operation Maintenance Procedures（本課程主要著重如何讓飛機恢復適航，參訓學員必須通過前面 4 個 Level 訓練後，才具資格參加本訓練。）

課程內容如附件二。

5．Flight Safety 推行 Aircraft Master Technician 制度，學員須完成某一機型五個階段訓練課程，考試成績通過標準，Flight Safety 始頒發該完訓學員 Aircraft Master Technician 證書。在 Level 1 之訓練標準上，一般參訓學員筆試及格標準為 75%，Aircraft Master Technician 之及格標準為 90%，本次職等即參加 Level 1 之訓練課程。

6．配合 EASA 證照機型授權要求，Flight Safety 另對部份機型提供 On Job Hand On (Mx PRO)訓練，必要時會從 Beechcraft 工廠拉一架飛機至訓練中心 Hangar 供學員實習。訓練中心教官都具評估考官之資格，故完成該中心之理論及實做訓練後，學員即可取得 EASA 證照機型授權。

(二)　上課人員簡介：

1．本次參加 King Air 300/350 Maintenance Initial 之上課人員共計 20 位，

分別來自美國、英國(1)、瑞士(1)、蘇聯(2)、沙烏地阿拉伯(2)、中南美委內瑞拉(2)及台灣(2)。其中除了本局派訓之二位同仁無 King Air 350 訓修實務經驗外，其他參訓之同學都有多年 King Air 350 實務維修經驗。其中美國同學大多都是美國軍方合約維修廠商派訓之人員，他們都需至阿富汗工作，維修於當地執行情搜或其他特殊任務之 King Air 350ER。其他國家參訓之同學維修之航機大多執行商務包機、Charter 或醫療後送等業務。

Maintenance Initial 同學合照

2．參加 King Air 300/350 Pro Line 21 之上課人員共計 7 位，分別來自南非(1)、沙烏地阿拉伯(3)及台灣(3)。本課程參訓之同學都為儀電背景，其中南非同學有 King Air 350 Pro Line 2 訓修實務經驗，為美國政府約雇人員，於阿富汗工作，維修於當地執行任務之 King Air 350ER。沙烏地阿拉伯參訓之同學維修之 King Air 350 航機大多執行商務包機、Charter 或醫療後送等業務，該公司運作 King Air 350 航機之經驗約一年。

(三)　課程內容提要(Maintenance Initial 及 Pro Line 21)

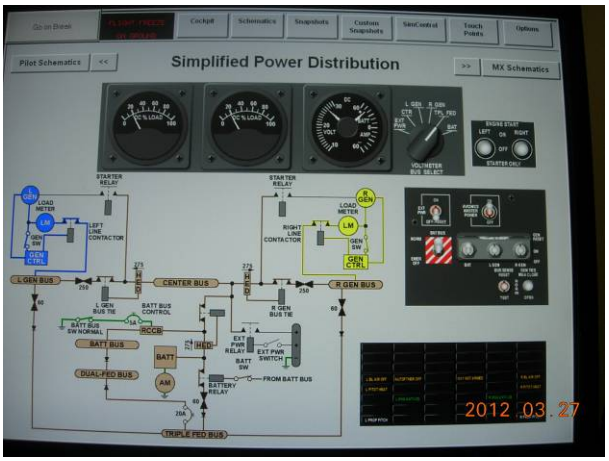
1．KA 300/350 Maintenance Initial 課程共計 10 天，主要課程內容為航機機體及發動機部份，有關儀電部份則是簡單介紹。第一週上課內容為 ATA 24/ 70-80/ 61/ 33/ 28/ 35/ 36/ 38/ 22/ 34，第二週上課內容為 ATA 51-57/ 27/ 32/ 25/ 30/ 26/ 21。課程訓練並於上課後，安排每組二人上二小時之 Graphic Simulator (GFS，於心得報告稍後介紹)，由專門教官對航機駕駛艙控制／系統運作及發動機試車進行教學。於訓練過程中，並安排學員至 Hawker Beechcraft Plant IV 進行參觀，了解航機組裝流程，並視當時生產線上航機之狀況，如為 King Air 300/350 航機，則順道進行系統 Location Check。

2．Pro Line 21 for King Air C90/ 200/ 300 航電訓練課程共計 5 天，主要課程內容介紹航機上裝用之 Collins Pro Line 21 航電系統，主要 ATA 章節為 22/ 23/ 31 及 34 章。

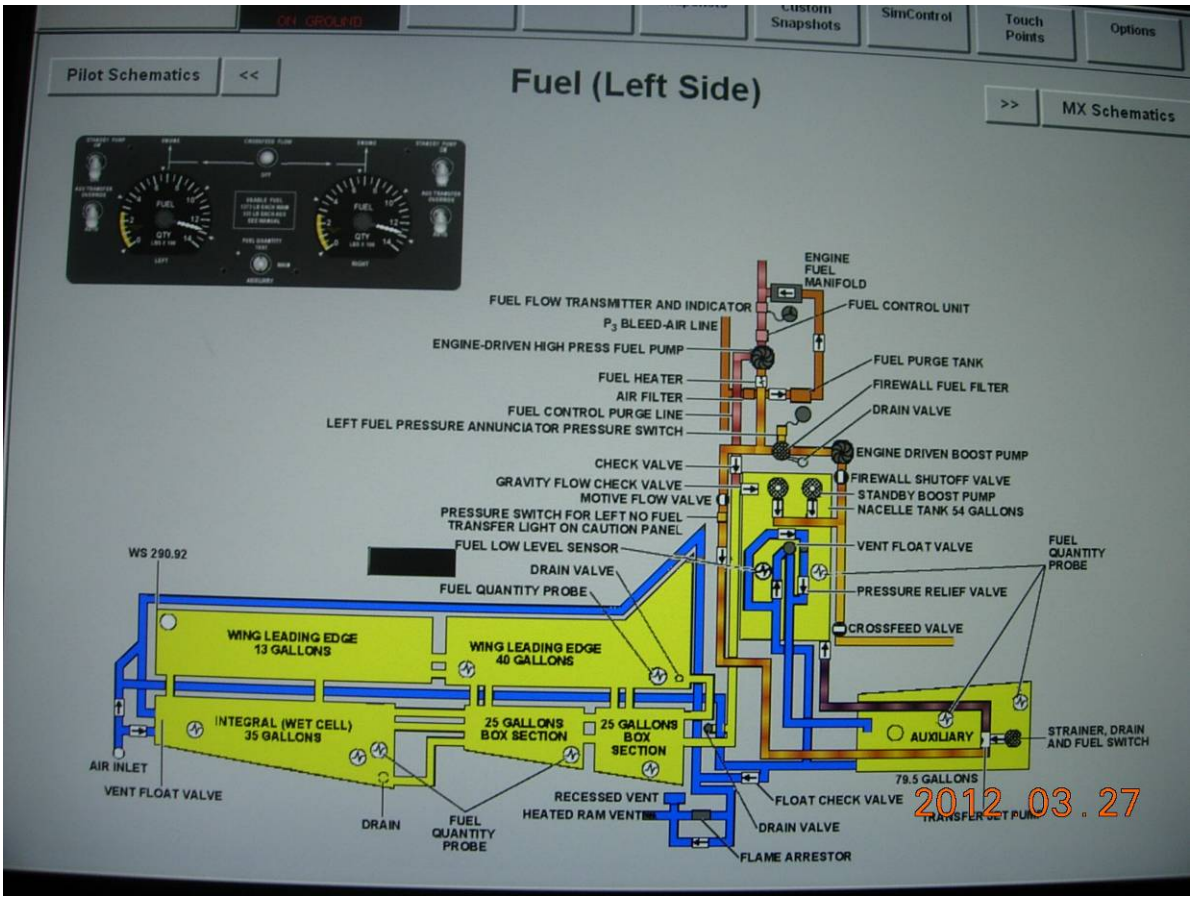
(四)　GFS 系統簡介(照相)

1．Graphic Simulator 為 Flight Safety 利用電腦及 Touch Screen Display 所作出之 Cockpit Simulator，利用軟體程序設計，可以利用 7 個特大 LCD 模擬出不同機型之 Cockpit；另利用二部 LCD 顯示航機各相關系統（Schematic/ Wiring Diagram）於不同開關位置下之運作狀況。

2．透過 GFS 之模擬，學員可以熟悉 Cockpit 之各開關之位置，並於作動開關時，也可透過二部專門顯示系統運作之 LCD，利用動畫方式顯示系統運作狀況。



3．另 GFS 也可模擬航機故障狀況，於教學模式下，教官可以輸入系統故障狀況，讓學員了解系統故障時，Cockpit 內之顯示(Warning/ Caution 等)；GFS 也有聲音，故於練習時，可熟悉各項 Warning/ Caution Tone；試車時發動機／螺旋槳之音效也相當傳真，可讓學員了解異常時之聲響。



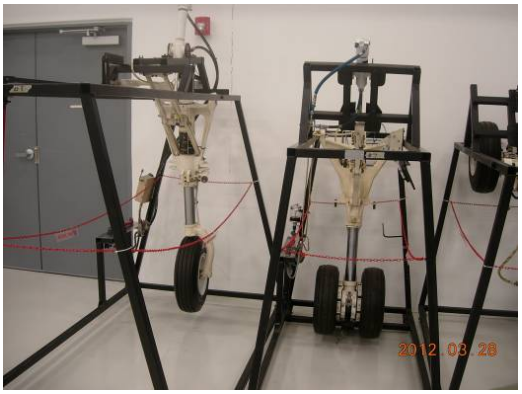
(五)　Training Hangar 實物簡介

1．Flight Safety Maintenance Learning Center 設有一 Hangar，可容納三架以上之商用客機，供學員進行實作訓練。目前於 Hangar 內有三架航機：Beech 1900、Priemer I 及 Hawker 800。如必要時，Flight Safety 會從 Hawker Beechcraft 調用 King Air B300 系列航機至 Hangar 供學員進行實作訓練。

2．由於 Hawker Beechcraft 全力支援 Flight Safety Maintenance Learning

Center，該公司提供相當多從航機拆下之零件，並由訓練單位進行解剖，可從剖面中了解零組內部構造；於上到相關 ATA 章節時，教官都會從器材室推一箱箱之零件，於課堂中講到相關零組件時，教官會將該零件取出供學員傳閱。

3．於 Hangar 中，並備有相關發動機／起落架／燃油系統模擬器及 King Air 350 ER 油箱；發動機主要之燃油控制器及螺旋槳 Governor 都保留於發動機上，因此可執行相關 Rigging 之練習；起落架部份，則安置於 Fixture 上，並設有相關 Hydraulic 管路，可讓學員了解起落架上相關零組件及收放之程序，並可練習 Alternate Extension 之作業。



(六)　考試（EASA）

1．教試部份適學員選擇證照而定，因此於考試試卷部份，分成 Authority(EASA)及非 Authority (FAA)二種；所有歐洲參訓之同學，都選擇了 Authority (EASA)之考試。

2．Authority (EASA)考試部份，其出題方式完全遵照 EASA Part 66 法

規要求；考試題數視各 ATA 章節上課時數而出對應題數，試題之難度也有 Level 1, 2, 3 之分。以第一週之考試，選 Authority(EASA)考試學員之試卷共有 88 題，而選非 Authority (FAA)考試學員之試卷只有 52 題；第二週之考試，選 Authority(EASA)考試學員之試卷共有 69 題，而選非 Authority (FAA)考試學員之試卷只有 33 題。

3．比較試題內容／複雜及難易度，Authority(EASA)試卷內容與非 Authority (FAA) 試卷內容有相當大之差異；在題目方面，相同之題目不多；Authority(EASA)試題之複雜及難易度方面，都高於非 Authority (FAA)試題。

4．於考試時間部份，Authority(EASA)會視考題數量訂出考試時間，第一週之考試，時限為 240 分鐘，第二週則只有 200 分鐘；而非 Authority (FAA)則無時限要求，學員可以確認完成後才交卷。

5．Authority(EASA)考試期間要求也較嚴謹，考試前教官會將教室內相關駕駛艙 Poster／航機零組件等全部搬出教室；考試時學員桌上不能有任何課本／記事本，相關電腦一定要關機；另如二名學員都考 Authority(EASA)試卷，會要求學員換位置錯開。

6．如果學員未通過考試，教官會另安排時間對學員進行輔導，並安排補考；補考之題目與第一次考試題目會有相當大之差異。另只要在教材上有提到，雖然教官可能限於時間之故，於課當上未提及，都可出現於考卷上。上課之教官並不負責出題，而是由另一單位從題庫中隨機挑選組成試卷。

四、心得及建議

一、King Air 300/350 系列航機雖小，但系統齊全，系統之原理係屬相當基礎之設計，透過教官講解及教材研讀，對於將引進之飛測機系統及操作上都有了基本了解；PT6-60A 渦輪螺旋槳發動機仍為傳統機械式燃油控制系統及螺旋槳 Governor，對於其 Rigging 部份需要經驗之累積。參加 Maintenance Initial 課程之同學，對 King Air 350ER 航機使用狀況都相當滿意，航機之可靠性良好，運作上亦無重大問題發生；使用時數方面，於阿富汗運作之 King Air 350ER 航機，平均每天使用時數都超過十小時以上，系統運作相當良好。

二、機型維護計畫之上，於上課過程中，經由教官對各 ATA 系統教學時提出之注意事項及同學間之互動討論/經驗分享中，建立了新飛測機之維護計畫編定原則及注意事項，詳細內容請參閱附件 3。將根據維護計畫編定原則及注意事項，對復興航空工程部門進行說明，要求依據附件 3 內容進行編訂新引進飛測機之維護計畫、後續工單及管制督導作業。

三、於本次訓練過程中，對 EASA Part 66 考試之要求，亦獲得相關之經驗，對未來本局實施 EASA 66 制度後之相關訓練業務檢查有相當大之助益。

四、於介紹 ATA 57 機翼相關檢查章節時，教官特別提出於 SRM Introduction 章節對人員資格有明確要求，所有執行 NDT 檢驗人員必須為 NAS 410 Level II 或 III 合格人員；所有檢驗結果必須記錄且經過完成 Hawker Beechcraft Structural Inspection & Repair Manual (S.I.R.M)訓練課程人員檢查簽證核准。此一 S.I.R.M 課程只能由 Hawker Beechcraft 人員擔任教官，該課程為免費提供，上課天數一天半，上課地點為美國 Wichita。

五、本次參訓於取得訓練教材後發現，Flight Safety 編訂之教材與大飛機造廠(Boeing/ Airbus)提供之訓練教材有極大之差距，教材之安排較無邏輯順序，內容資訊不夠詳細；如學員上課時未注意教官講解，下課後自行複習，較無法獲得必要之資訊。相關狀況，已於課餘時間反映給 Flight Safety Wichita 負責主管了解。另考題部份，部份題目屬於進階課程，不宜於 Maintenance Initial 課程出，也建議 Flight Safety 參考。

附件

附件 1：Flight Safety Wichita Maintenance Learning Center 簡介

附件 2：King Air B300 訓練課程

附件 3：維護計畫編定原則及注意事項

附件 4：SIRM Introduction – Qualification

附件 1：Flight Safety Wichita Maintenance Learning Center 簡介

Hawker Beechcraft Corporation

King Air 90/100/200 | King Air 300/350 | Premier I/IA
Beech 400A/Hawker 400XP | Hawker 700/750
Hawker 800/800XP/850XP | Hawker 900XP | Hawker 4000

FlightSafety offers comprehensive, type-specific training to pilots and maintenance professionals of aircraft manufactured by the Hawker Beechcraft Corporation. Customized courses are available for King Air, Hawker, Beechjet and Premier I aircraft. Located near Hawker Beechcraft's aircraft manufacturing facilities, FlightSafety Wichita offers distinct benefits to aviation professionals who train there, including convenient access to engineering and Customer support resources and the ability to gain firsthand aircraft knowledge through plant tours.

Hawker Beechcraft Program Highlights

- FlightSafety International and Hawker Beechcraft Corporation have developed a close day-to-day working partnership over the past 20 years. This ensures that pilots and maintenance technicians who operate Hawker Beechcraft aircraft receive the highest quality and most up-to-date training possible.
- We provide Collins Pro Line 21 avionics training for all Hawker Beechcraft aircraft. The state-of-the-art Pro Line 21 avionics-equipped simulators include King Air C90GTi, King Air 200GT, King Air 350, Hawker 750/800XP/850XP/900XP and Premier I/IA.
- Our King Air 350 Pro Line 21 full flight simulator is EASA- and FAA-approved.
- We offer both comprehensive pilot and maintenance training courses in aircraft-specific simulators for the King Air 90, 200, 300 and 350. We also provide differences training for the King Air 100.
- FlightSafety is the only training organization to offer the latest innovative Hawker 4000 simulator-based pilot training. Our FAA-approved full-motion simulator is equipped with VITAL IX visuals, Honeywell Primus EPIC avionics and additional equipment including EGPWS, TCAS and WX Radar technology.
- To give pilots a greater understanding of Hawker Beechcraft's sophisticated avionics systems, FlightSafety Wichita operates several avionics training labs for all Hawker Beechcraft products.
- Type-specific MXPro maintenance training incorporates diverse training methods, from traditional classroom instruction to unique hands-on learning using real aircraft along with mock-ups and part-task trainers. Hand-picked instructors from both FlightSafety and Hawker Beechcraft bring a depth of knowledge and a breadth of experience to the extensive MXPro curriculum.

For information, contact Scott Fera, Vice President Marketing · 718.565.4774
sales@flightsafety.com · flightsafety.com · A Berkshire Hathaway company

FlightSafety international

Hawker Beechcraft Corporation Business Training Programs

HAWKER BEECHCRAFT

Aircraft Model	Pilot Training Location(s)	Maintenance Training Location(s)
King Air 90, A90/B90	Atlanta, LaGuardia, Lakeland, Long Beach	Wichita
King Air C90/E90	Atlanta, LaGuardia, Lakeland, Long Beach, Wichita	Wichita
King Air C90A/C90B	Atlanta, LaGuardia, Lakeland, Long Beach, Wichita	Wichita
King Air C90GTi/X	Wichita	Wichita
King Air F90	Atlanta, LaGuardia, Lakeland, Long Beach, Wichita	
King Air 100/A100	LaGuardia, Lakeland, Long Beach	
King Air B100	LaGuardia	
King Air 200/B200	Atlanta, Farnborough, LaGuardia, Lakeland, Long Beach, Wichita	Wichita
King Air 300/350	Atlanta, Long Beach, Wichita	Wichita
Premier I/IA	Wichita, Wilmington	Wichita
Beechjet 400/MU-300	Toledo, Wichita	Wichita
Beechjet 400A	Farnborough, Toledo, Wichita	Wichita
Hawker 400XP	Farnborough, Toledo, Wichita	Wichita
HS-125/700	Wilmington	Wilmington
Hawker 750/800/800XP/850XP/900XP	Farnborough, Houston, Wichita, Wilmington	Wichita, Wilmington
Hawker 4000	Wichita	Wichita

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F0092 3450-10/11

附件 2:King Air B300 訓練課程

FlightSafety international

PROFESSIONAL AVIATION MAINTENANCE TRAINING

Beech 300 Series (PWC PT6) Maintenance Initial

2012 Pricing and Course Information

Course Description

This course is designed to meet the training requirements of the technician with limited experience maintaining the Super King Air 300/350 aircraft.

Maintenance training instructional materials and training manuals are used to teach systems on the Super King Air 300/350. The course includes component location, normal operation, inspection, service and repair of aircraft systems. Special emphasis is placed on troubleshooting, adjustment, and rigging procedures of the more complex systems.

To enhance retention of information learned in the classroom, system mock-ups, actual aircraft parts, access to OEM technical data, and part task trainers are used to provide "hands-on" training. Engine starting and run procedures are practiced in a King Air Graphical Flight Simulator (GFS).

The course objectives are aligned with the following recommendations: ATA 104 Level III, EASA part 147, CAAC part 147, CASR part 147, CAR Standards 566 (as applicable)

Approvals & Limitations

FAA Approval Code C-IND-IM-101025-K-006-342
FAA IA Course Validity: 10/25/2010 – 10/31/2012

EASA Approved B1-T1 (Theory Only)
This course does NOT satisfy EASA Practical training requirements. Additional instruction may be required to obtain EASA licensing.

CASA Approved B1-T1 (Theory Only)
CASR 147 – Approval: **FSI 73T**
This course does NOT satisfy CASA Practical training requirements. Additional instruction may be required to obtain CASA licensing.

10 Day Course

Course Modules	Hours
ATA 100 Publications/Wiring Diagrams	0.8
ATA 5-12, 20 Aircraft General/Ground Handling	2.0
ATA 21 Air-Conditioning	7.0
ATA 22 Auto Flight	1.0
ATA 23 Communications	1.0
ATA 24 Electrical	6.0
ATS 25 Equipment/Furnishings	0.3
ATA 26 Fire Protection	1.0
ATA 27 Flight Controls	3.0
ATA 28 Aircraft Fuel	5.0
ATA 30 Ice and Rain Protection	2.0
ATA 32 Landing Gear	6.0
ATA 33 Lighting	1.0
ATA 34 Navigation	1.0
ATA 35 Oxygen	1.0
ATA 36 Pneumatics	1.0
ATA 38 Water/Waste	0.2
ATA 51-57 Structures	3.0
ATA 61 Propellers	5.0
ATA 71-80 Powerplant/Rigging	12.0
RVSM/DRVSM	1.0
Total Ground School Training Hours	**60.3**
Welcome/Course Introduction	0.7
Aircraft Visit*	2.0
GFS – Brief and Debrief*	2.0
Exam and Review	6.0
Total Hours	**71.0**

*GFS training and aircraft visit based upon availability and course schedule.

One Time Training Cost **$9,100.00**

EBA Event Value 1.50

FSI Material Number 1000001166

Training Locations & Contact Information

Wichita, Kansas • 800-808-0976 • 316-612-5400 • fax 316-612-5449 • hawkerbeechcraft@flightsafety.com

Rev 1.0

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PROFESSIONAL AVIATION MAINTENANCE TRAINING

Beech King Air 300 Series Engine Run & Taxi

2012 Pricing and Course Information

Course Description

FlightSafety's Engine Run and Taxi training is appropriate for maintenance technicians who may be required to taxi and perform engine parameter checks on a given aircraft. Classroom instruction combined with cockpit training devices and/or simulators are used to cover normal, abnormal and emergency procedures. It is recommended that technicians taking this course first complete the appropriate Maintenance Initial or Update program within the preceding 24 months.

This stand-alone program is designed for technicians needing specific engine and taxi operational training. Classroom instruction combined with CPT and/or simulator exercise covers normal, abnormal and emergency procedures. Prior attendance of the related initial training is a prerequisite. Maximum training benefit is achieved when two clients from the same company attend the same session.

The course objectives are aligned with the following recommendations: ATA 104 Level III, Part 147 part 66, CAO 100.66 Appendix 7, CAR Standards 566 (as applicable)

1 Day Course

Course Modules	Hours
VHF Comm. Radio Procedures	0.5
Airport & Runway Markings/Lights	0.5
Checklist Procedures/Operational Limitations	1.5
Total Ground School Training Hours	**2.5**
Simulator – Brief and Debrief*	4.0
Exam and Review	0.5
Total Hours	**7.0**

*Simulator training based upon availability and course schedule.

One Time Training Cost	**$3,150.00**
EBA Event Value	0.50
FSI Material Number	1000200914

Approvals & Limitations
FAA IA Approval Code C-IND-IM-101025-K-006-344
FAA IA Course Validity: 10/25/2010 – 10/31/2012

Training Locations & Contact Information

Wichita, Kansas • 800-808-0976 • 316-612-5400 • fax 316-612-5449 • hawkerbeechcraft@flightsafety.com

flightsafety.com • A Berkshire Hathaway company

Rev 1.0

FlightSafety international

PROFESSIONAL AVIATION MAINTENANCE TRAINING

Beech King Air 300 Series Maintenance Update

2012 Pricing and Course Information

Course Description

This course is designed to meet the training requirements of the technician with experience maintaining Super King Air 300/350 aircraft. The course begins with a review of all service changes introduced by the manufacturer during the past 12 months.

The instructor-lead scenario-based troubleshooting and systems reviews will enhance the technician's technical knowledge of the aircraft. Graphical Flight Simulator (GFS) or Maintenance Training Device (MTD) sessions provide opportunities to utilize learned system knowledge and practice troubleshooting from a cockpit perspective.

Technicians attending this course should have previously completed initial maintenance training on the Super King Air 300/350 aircraft. FlightSafety recommends that maintenance personnel attend update training in accordance with their regulatory agencies and or company requirements to ensure continued technical competency and accuracy of maintenance related information.

Subject matter is frequently client directed which adds to the dynamics of the class so actual hours in each area may vary depending on the experience of the class participants and topics discussed.

The course objectives are aligned with the following recommendations: ATA 104 Level III, Part 147 part 66, CAO 100.66 Appendix 7, CAR Standards 566 (as applicable)

5 Day Course

Course Modules	Hours
RVSM/DRVSM	0.5
Changes, Modifications, AD's	4.0
System Review	11.5
Cockpit Based Troubleshooting	16.5
Total Ground School Training Hours	**32.5**
Welcome/Course Introduction	0.5
GFS – Brief and Debrief*	2.0
Exam and Review	2.0
Total Hours	**37.0**

*GFS training based upon availability and course schedule.

One Time Training Cost **$5,900.00**

EBA Event Value 0.95

Approvals & Limitations

FAA IA Approval Code C-IND-IM-101025-K-006-343

FAA IA Course Validity: 10/25/2010 – 10/31/2012

FSI Material Number 1000001171

Training Locations & Contact Information

Wichita, Kansas • 800-808-0976 • 316-612-5400 • fax 316-612-5449 • hawkerbeechcraft@flightsafety.com

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PROFESSIONAL AVIATION MAINTENANCE TRAINING

Beech King Air 300 Series Advanced Troubleshooting

2012 Pricing and Course Information

Course Description

This course is for King Air 300 maintenance technicians who need to expand their knowledge of normal system operation, explore troubleshooting alternatives and sharpen their ability to analyze and solve realistic system malfunctions on this aircraft.

Each technician, working at his own personal computer, sharpens troubleshooting skills and refines decision making abilities in a comfortable learning environment. During the exercises the instructor monitors each person's diagnostic and troubleshooting procedures offering guidance to help them achieve the highest level of proficiency. An instructor review of each section focuses on the logic used by each individual to decide on their plan of action. Computer simulations of King Air systems and their related test equipment, allows each technician to work at their own speed while providing "hands-on" realism during the troubleshooting process.

The course objectives are aligned with the following recommendations: ATA 104 Level III, Part 147 part 66, CAO 100.66 Appendix 7, CAR Standards 566 (as applicable)

5 Day Course

Course Modules	**Hours**
Basic Principles	8.0
Aircraft Systems Troubleshooting	24.0

Includes the following subjects:

- Auxiliary Fuel Transfer
- Windshield Anti-Ice
- Type II Synchrophase
- Fuel quantity
- Air Conditioning
- D.C. Generation

Total Ground School Training Hours	**32.0**
Welcome/Course Introduction	1.0
Exam and Review	2.0
Total Hours	**35.0**

One Time Training Cost	**$6,350.00**
EBA Event Value	1.05
FSI Material Number	1000001170

Approvals & Limitations

FAA IA Approval Code C-IND-IM-101025-K-006-345

FAA IA Course Validity: 10/25/2010 – 10/31/2012

Training Locations & Contact Information

Wichita, Kansas • 800-808-0976 • 316-612-5400 • fax 316-612-5449 • hawkerbeechcraft@flightsafety.com

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PROFESSIONAL AVIATION MAINTENANCE TRAINING

Beech 300 Series (PWC PT6) Avionics

Proline 21

2012 Pricing and Course Information

Course Description

This comprehensive 5 day course is designed to meet the training requirements for a King Air Maintenance Technician involved in maintaining and troubleshooting the airplane avionic systems.

The course will cover the all the installed avionics systems for Proline 21 equipped aircraft including systems operation, interface and troubleshooting.

Coverage of recent manufacturer's service information and product improvements is also included to ensure the most comprehensive training is provided.

The course objectives are aligned with the following recommendations: ATA 104 Level III, EASA part 147, CAAC part 147, CASR part 147, CAR Standards 566 (as applicable)

Approvals & Limitations

FAA IA Approval Code C-IND-IM-101025-K-006-341
FAA IA Course Validity: 10/25/2010 – 10/31/2012

EASA Approved B2-T2 (Theory Only Add-On)
To receive EASA certification, the FlightSafety EASA approved B1-T1 (Theory Only) Course must be taken. This course does NOT satisfy EASA Practical training requirements. Additional instruction may be required to obtain EASA licensing.

CASA Approved B2-T2 (Theory Only Add-On)
CASR 147 – Approval: **FSI 77T**
To receive CASA certification, the FlightSafety CASA approved B1-T1 (Theory Only) Course must be taken. This course does NOT satisfy CASA Practical training requirements. Additional instruction may be required to obtain CASA licensing.

5 Day Course

Course Modules	Hours
Electrical Power	1.0
IAPS	1.5
EFIS Systems	2.5
Engine Indicating	1.5
Air Data System	1.5
Attitude Heading System	1.5
Secondary Flight Display System	1.0
Proline 21 Diagnostics	2.0
Flight guidance System	4.0
Flight Management System	2.0
Radio Sensor Systems	4.5
Surveillance Systems	4.0
Audio Systems	2.0
CVR/ELT	1.0
RVSM	1.0
Total Ground School Training Hours	**31.0**
Welcome/Course Introduction	2.0
Exam and Review	2.0
Total Hours	**35.0**

One Time Training Cost **$6,350.00**

EBA Event Value 1.05

FSI Material Number 1000003234

Training Locations & Contact Information

Wichita, Kansas • 800-808-0976 • 316-612-5400 • fax 316-612-5449 • Hawkerbeechcraft@flightsafety.com

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PROFESSIONAL AVIATION MAINTENANCE TRAINING

King Air 300 Series
MXPro Practical Training Course (5 Day)

2012 Pricing and Course Information

Course Description

This course is designed to train the technician to perform maintenance tasks unique to the King Air 300 series aircraft in a safe and efficient manner. Participants are given training scenarios which require them to research manufacturer's manuals, regulatory documents, the gathering and comprehension of airframe data, rigging procedures, adjustment and testing of critical aircraft systems

A thorough working knowledge of the King Air 300 series aircraft systems and system integration is a must. All attendees should have completed a Maintenance Initial course prior to attending the MXPro Practical Training Course.

Instructor will provide training and assessment to ensure participants comprehension of the tasks. Training scenarios involve actual aircraft, part task trainers (mock ups) and simulation training devices.

Course objectives were identified using a comprehensive Training Needs Analysis. This course was developed in partnership with Hawker Beechcraft Technical Support and the FlightSafety International Development Team.

The course objectives are aligned with the following recommendations: ATA 104 Level III, EASA part 147, CAAC part 147, CASR part 147, CAR Standards 566 (as applicable)

5 Day Course

Course Modules

ATA 100 - Publications
ATA 12 - Servicing
ATA 21 - Environmental Systems
ATA 22- Auto Flight
ATA 24 - Electrical Systems
ATA 27 - Flight Controls
ATA 28 - Fuel System
ATA 32 - Landing Gear
ATA 34- Navigation / RVSM
ATA 35 - Oxygen System
ATA 51 -57 - General Structures
ATA 60 - Engine/Engine Rigging
ATA 61 - Propeller Systems
ATA 71-80 - Powerplant

One Time Training Cost.....$ 7,100.00

EBA Event Value 1.20

FSI Material Number 1000201977

Approvals & Limitations

FAA IA Approval Code C-IND-IM-111203-K-006-001

FAA IA Course Validity: 12/3/2011 – 12/31/2013

Training Locations & Contact Information

Wichita, Kansas • 800-808-0976 • 316-612-5400 • fax 316-612-5449 • Hawkerbeechcraft@flightsafety.com

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PROFESSIONAL AVIATION MAINTENANCE TRAINING

Hawker Beechcraft Aircraft Composite Repair

2012 Pricing and Course Information

Course Description

This comprehensive five-day composite structural repair course is designed for the technician maintaining composite structures found on various Hawker Beechcraft aircraft including the Hawker 4000 and Premier series. Classroom and laboratory training utilize a structural repair manual and training workbook specifically designed to explore the theory of composite design and composite repair training.

The practical laboratory portion of the course is conducted in a controlled environment suitable for composite repairs. The lab is completely equipped with all the necessary equipment for the technician to obtain actual hands-on experience with composite aircraft structures. Each technician will be required to complete a number of practical projects during the training. Technicians work their own speed while being monitored and evaluated by the instructor who provides guidance to help achieve the highest level of proficiency.

The course objectives are aligned with the following recommendations: ATA 104 Level III, Part 147 part 66, CAO 100.66 Appendix 7, CAR Standards 566 (as applicable)

5 Day Course

Course Modules	Hours
Composite Materials & Repair	4.0
HBC Structural Repairs	2.5
Total Classroom Training Hours	**6.5**
Face Sheet & Core Removal	1.0
Core Replacement	1.0
Scarf Sanding	1.0
Structural Repairs	4.5
Cosmetic Repair	2.0
Fastener Replacement	1.0
Structural Repairs	4.5
ALB/PBLS Application	2.0
Structural Repairs	4.5
Composite Mfg. Techniques	1.0
Non-Structural Projects	3.0
Total Practical Training Hours	**25.5**
Course Introduction	1.0
Exam and Review	2.0
Total Hours	**35.0**

One Time Training Cost **$6,350.00**

EBA Event Value 1.05

Approvals & Limitations

FAA IA Approval Code C-IND-IM-101025-K-006-354

FAA IA Course Validity: 10/25/2010 – 10/31/2012

FSI Material Number 1000000083

Training Locations & Contact Information

Wichita, Kansas • 800-808-0976 • 316-612-5400 • fax 316-612-5449 • Hawkerbeechcraft@flightsafety.com

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Structural Inspection and Repair Manual

This course is a one and one half day course and is conducted by a Hawker Beechcraft engineer at FlightSafety's Hawker Beechcraft Maintenance Learning Center, 1009 Greenwich Rd. in Wichita, Kansas 67206. Upon completion of this course, the technician will receive documentation stating that they have received instruction in performing a Wingspar Inspection Program per the Structural Inspection Repair Manual.

Course Curriculum – 1 ½ Day

Course Modules	**Hours**
Introduction/General	
Review of Basic Wing Structure	
Intro. To SIRM/Purpose of Configuration	
In Depth Review of SIRM Requirements	
Inspection of Wing Fittings	
Current Inspection Requirements	
New NDT Requirements	
Question/Answer	
Nacelle Splice Plate Inspection	
Total Hours (approximately)	**12.0 hours**
One Time Training Cost	**No Charge**

Contact Information:
Wichita, Kansas – 800-808-0976 – 316-612-5400 – fax: 316-612-5449

附件 3：維護計畫編訂原則及注意事項

1 新飛測機為 King Air 350iER，其維護計畫之編訂應遵循下列文件：

1.1 Maintenance Manual (B300) (130-590031-11)

1.2 B300/C Airworthiness Limitations Manual (130-590031-211)

1.3 Structural Inspection & Repair Manual (98-39006)

1.4 ICA - Zero Interior Config (130-590031-401)

1.5 B300 ER/CER Extended Range Supplements (130-590031-205)

1.6 Component Maintenance Manual (101-590097-13)

1.7 PT6-60A Engine Manual

1.8 Propeller Overhaul Manual

2 依據飛測機預估年使用飛行時數 400 小時，可選用 AMM Chapter 5 Inspection Program 之 200 Hours Phase Inspection Program；選用 200 Hours Phase Inspection Program 有一條件，應於二年內完成 4 個 Phase 之檢查，故於維修計畫每個 Phase Inspection 之 Interval 應設定為 200 Flight Hours or 6 Months Which Comes First，符合 Phase Inspection Program 要求。

3 Airworthiness Limitations Manual 中之結構檢查及更換項目，應注意適用之航機生產序號；於編訂維護計畫時，應選擇適用 FL-767 航機項目編入維護計畫。

4 航機上之時限件（ELT Battery、CVR Underwater Beacon 等）更換時距，應參考 AMM Chapter 5 Time Limits - Overhaul and Replacement 規範建立。待航機抵台後，請維修人員進行各時限件資料確認並建檔，已利後續控管作業執行。

5 航機大部份 Lubrication 項目已於 Phase Inspection Program 列出，部份項目未列於 Phase Inspection Program，需參照 AMM Chapter 12-20-00-301 Lubrication Schedule 要求編入維護計畫中。

6 航機上 Navigation Data Base 每 28 天應更新，此項目應編入維護計畫中。

7 航機上 E-Chart 每 14 天更新，此項目應編入維護計畫中。

8 TAWS Database 之更新為不定期，故應採 EO 方式執行，此項目不編入維護計畫。

9 新飛測機使用 Lead Acid Battery，AMM 有規範定期檢查(一年)，應列入維護計畫。

10 ATC 每二年應執行 Calibration Check，此項目應列入維護計畫中。

11 每二年應執行 Pitot Static System Leak Check，此項目應列入維護計畫中。

12 DFDR 每一年應執行 Readout Check，此項目應列入維護計畫中。

13 CVR 每一年應執行各 Channel Operation Check，此項目應列入維護計畫中。

14 飛機每二年應執行稱重，此項目應列入維護計畫中。

15 Standby Instrument Battery 應參照其 Component Maintenance Manual，編定維護計畫項目。

16 於 AMM 中，針對 Wing Anti-ice Boot 有 Note 建議每 150 Hour 執行，可考量併入 Phase Check 時執行。

17 Fuel Probe Inspection 應每 24 個月執行，此項目應列入維護計畫中。

18 滅火瓶 Fire Squib 裝機後，使用年限只有 4 年（壽限為 6 年），需建立機制二者日期先到者為更換到期日。

19 Trim Tab Freeplay Inspection 需定期檢查(Phase Check 項目)，檢查需 Fixture 執行，要求維修公司預備。

附件 4：SIRM Introduction - Qualification

1. INFORMATION

Note: Reissues and revisions are automatically provided to the subscription holders of the manual. Additional publications are listed on the web at http://pubs.hawkerbeechcraft.com. For more information on these publications, or to check subscription status, contact the Technical Manual Distribution Center (TMDC) at 1.800.796.2665 or 316.676.8238, fax 316.671.2540, E-mail tmdc@hawkerbeechcraft.com.

An Interactive Maintenance Library (IML) contains selected Manuals in a digital format. This manual, along with others, is available on CD-ROM. Optional paper copies of the manuals on CD-ROM are available for purchase.

A. General

The Structural Inspection and Repair Manual is prepared in accordance with the requirements of ATA (Air Transport Association of America) Specification 2200 with respect to the arrangement and content of the System/Chapters within the designated numbering system.

This manual provides details on the inspection, repair, and/or replacement of specific structural members on the Twin Bonanza, Queen Air, King Air, and Model 99 Airliner. The information within a chapter that may be acceptable to only one model is arranged in a subchapter and separated with a green tab.

If a particular airplane model has been equipped with more than one spar type, the subchapter will be further divided into sub-sub sections which will detail the peculiar inspection requirements for each spar type. The sub-sub sections will be separated by white divider tabs which note the model and section.

It shall be the responsibility of the owner/operator to ensure that the latest revision of the publications referenced in this manual are utilized during operation, servicing and maintenance of the airplane.

In addition to this manual and its subsequent revisions, additional maintenance information is published in the form of Hawker Beechcraft Corporation service bulletins. The information contained in these service bulletins is an integral part of, and is to be used in conjunction with, the information contained in this manual.

Hawker Beechcraft Corporation expressly reserves the right to supersede, cancel and/or declare obsolete any parts, part numbers, kits or publications that may be referenced in this manual without prior notice.

Warning: Use only parts obtained from sources approved by Hawker Beechcraft Corporation, in connection with the maintenance and repair of Hawker Beechcraft Corporation airplanes.

Genuine Hawker Beechcraft Corporation parts are produced and inspected under rigorous procedures to insure airworthiness and suitability for use in Hawker Beechcraft Corporation airplane applications. Parts purchased from sources other than those approved by Hawker Beechcraft Corporation, even though outwardly

identical in appearance, may not have the required tests and inspections performed, may be different in fabrication techniques and materials, and may be dangerous when installed in an airplane.

Warning: Salvaged airplane parts, reworked parts obtained from sources not approved by the Hawker Beechcraft Corporation or parts, components or structural assemblies, the service history of which is unknown or cannot be authenticated, may have been subjected to unacceptable stresses or temperatures or have other hidden damage, not discernible through routine visual or usual nondestructive testing techniques. This may render the part, component or structural assembly, even though originally manufactured by the Hawker Beechcraft Corporation, unsuitable and unsafe for airplane use.

Hawker Beechcraft Corporation expressly disclaims any responsibility for malfunctions, failures, damage or injury caused by use of parts not approved by the

Hawker Beechcraft Corporation.

Any maintenance requiring the disconnection and connection of flight control cables, plumbing, electrical connectors or wiring requires identification of each side of the component being disconnected to facilitate correct reassembly. At or prior to disassembly, components should be color coded, tagged or properly identified in a way that it will be obvious how to correctly reconnect the components. After connection of any component, remove all identification tags. Check all associated systems for correct function prior to returning the airplane to service.

B. Qualifications

All personnel performing Non-destructive Testing Inspections (NDT) in this manual must be qualified and Certified Level II or Level III in accordance with NAS 410 in the method in which they are performing. All inspections must be documented and approved by a person who has completed the S.I.R.M training course offered by Hawker Beechcraft Corporation, no alternate courses are approved. The implementation of these test procedures by unauthorized personnel will not be considered valid. The Structural Inspection and Repair Manual course information can be obtained by calling Flight Safety International, Hawker Beechcraft Corporation Maintenance Training Center, Wichita, Kansas, USA at 316.612.5400 or Fax 316.612.5449.

Note: A Certified Level II or Level III technician in accordance with NAS 410 may perform the NDT requirements as directed in this manual having not attended the Hawker Beechcraft Training, if the technician is directed by a person who has completed training.

C. Correspondence

If a question should arise concerning the care of your airplane, it is important to include the airplane serial number in any correspondence. The serial number appears on the model designation placard. Refer to Chapter 11 of the applicable maintenance manual for placard location.

D. Publications Change Request (PCR)

If an irregularity or missing information is noted, the user of this manual may access a PCR form at http://pubs.hawkerbeechcraft.com. Instructions on how to submit a PCR are included on the web page.

E. Normal Revisions

Normal Revisions to this manual are issued to provide changes to airworthiness limitation information.

1. Paper Revision

That portion of text which has been revised by the addition of, or a change in, information is denoted by a solid revision bar adjacent to the text. The date printed on the bottom of each page can be compared to the "A" page to determine the revision number. Each revised page will ONLY show revision bars for text changed by the revision. There will not be a revision bar if text was deleted from the page.

Revised illustrations will be identified by a revision bar printed on the side of the page.

2. CD-ROM Revision

Normal revised text on the CD-ROM will be highlighted yellow across the revised passage of text.

For each revision of this manual, a new CD-ROM will be issued.

The CD-ROM may contain revised illustrations. Revisions to the illustrations are not identified.

F. Temporary Revisions

Temporary Revisions to this manual are issued to provide airworthiness information in the interim between normal revisions. Each temporary revision is issued by the chapter number to which it applies, followed by a sequential number in the order of publication (Temporary Revisions 12-1, 12-2, etc.). If relevant, the information in the temporary revision should be included in the next normal revision of the manual.

1. Paper Temporary Revisions