‘行政院所屬各機關因公出國人員報告書
（出國類別：其他）

MD-90機型模擬機年度複訓報告書

服務機關：民用航空局
出國人員　職　　稱：航務檢查員
　　姓　　名：梅宏競

出國地點：日本，東京
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報告名稱:

MD-90機型模擬機年度複訓

主辦機關:

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出國類別: 其他

出國地區: 日本

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分類號/目: H2／航空　H2／航空

關鍵詞: MD-90機型模擬機年度複訓

內容摘要: 依據民用航空法「航空人員檢定給證規則」，爲使該等人員繼續保有合格證照，檢查人員必須完成特定機型訓練與檢定合格使得核發。本次模擬機年度複訓，係委請立榮航空公司租用JAS（JAPAN AIRWAYS SYSTEM）MD-90模擬機由立榮航空公司之教師機師及委任檢定機師執行，ＪＡＳ訓練中心之模擬機裝備完善、保修精良，故於本次訓練過程中，可充分踏實的複習MD-90機型之操作，除保持該機型檢定資格外，並經由與立榮機師間之互動，瞭解該公司之航務政策與理念、航務標準化作業程序與符合法規、制度、程序之一致性，深信在爾後檢查業務職掌中，能發揮應有之功能與素養，爲落實飛航安全，克盡己職。

本文電子檔已上傳至出國報告資訊網

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壹、目的

依據民航法規 O 五-O 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，以維證照效期，俾符合法規要求，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、訓練內容

本次模擬機年度複訓，係委請立榮航空公司租用 JAS（JAPAN AIRWAYS SYSTEM）MD-90 模擬機由立榮航空公司之教師駕駛員及委任檢定駕駛員執行梅員之訓練及考驗共四小時；另學科複訓以 MD-90 CBT 教材內容為主。

MD-90 模擬機訓練課程表如附件一

MD-90 機種轉換訓練項目如附件二

MD-90 模擬機訓練紀錄如附件三

模擬機術科檢定報告表如附件四

檢定證影印本如附件五

二、行程

日期		起訖地點	詳細任務
月	日		
6	28	台北-東京	啟程赴日本
6	29	東京	模擬機訓練
6	30	東京	模擬機考驗
7	1	東京	模擬機訓練觀察
7	2	東京-台北	返程回台北

參、心得

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

之目的。

MD-90 模擬機訓練教範係根據美國波音飛機製造公司之教範而來，其課程設計乃針對該機種之性能、程序、限度、操作要領及 ALAR/CFIT 結合 CRM 之訓練。

ＪＡＳ訓練中心之模擬機裝備完善、保修精良，故於本次訓練過程中，可充分踏實的複習 MD-90 機型之操作，除保持該機型檢定資格外，並經由與立榮駕駛員間之互動，瞭解該公司之航務政策與理念、航務標準化作業程序與符合法規、制度、程序之一致性，深信在爾後檢查業務職掌中，能發揮應有之功能與素養，為落實飛航安全，克盡己職。

肆、建議

目前遠東、復興、立榮、華信等公司所屬之機型於國內皆未俱備模擬機設施，必須於國外租用模擬機實施每年每人複訓兩架次，不僅增加公司之訓練成本，且受訓人員舟車勞頓，難免影響訓練

成效，若遇重大突發事故如前次SARS疫情，則影響所及更為深遠。故此建議，當國內將設立民航訓練機構時，應考量成立一個模擬機訓練中心，除整合國內現有之各型模擬機外，並增設其他有需要之模擬機機型，如此不僅落實飛航人員之訓練，且於執行訓練查核時更能深入周全，提升飛航人員素質，確保飛航安全。

伍、附件

一、MD-90模擬機訓練課程表　（共1頁）

二、MD-90機種轉換訓練項目　（共18頁）

三、MD-90模擬機訓練紀錄　（共1頁）

四、模擬機術科檢定報告表　（共3頁）

五、檢定證影印本　（共1頁）

MD-90 RECURRENT TRAINING SCHEDULE IN JAL (JUN, 2004)

DATE		JUN.28	JUN.29	JUN.30	JUL.01	JUL.02			
TIME		MON	TUE	WED	THU	FRI			
		出 國		**PC**		返 台			
S I 1	0900 I 1300			李令昭 梅宏競 CA:李士錚					
			PT1(1330-1730)	**PT1(1330-1730)**	**PC1(1330-1730)**				
S I 2	1300 I 1700		李令昭 梅宏競 IP:王超凡	龔可鈞 乾維誠 IP:王超凡	龔可鈞 乾維誠 OB:POI梅宏競 CA:李士錚				
S I 3	1700 I 2100								

REMARKS

1. HOTEL**[M.G.]**: **MITSUI GARDEN HOTEL KAMATA** (東京都大田区蒲田5-19-12) (TEL: 03-5710-1131 FAX: 03-5710-115
2. 模擬機租機費用預估爲：NTD$64,000元

5.5 PT1 MAR 2004 ~ AUG 2004 (Briefing by crew)

CRM LOFT (BRIEFING BY CREW)

AIRPORT

ORIGIN SUNGSHAN (RCSS)
RUNWAY 10

DESTINATION KAOHSIUNG (RCKH)

ALTERNATE As standard flight plan

ENROUTE

ROUTE ST3T W4 SN2K KIZIN
CRZ ALT FL220

FLIGHT NO B7 807

PERFORMANCE

TOW	59,000 Kgs	RSV	as per flight plan
FUEL	6,000 Kgs	CG	13%
ZFW	53,500 Kgs	CI	14

MEL/CDL

Inboard Ground Spoiler INOP (MEL27-65-01) (refer to attachments)

WEATHER

Refer to attachments

NOTAM

Refer to attachments

CLEARANCE

GLORY807 is cleared to KIZIN DME FIX via ST3T departure, W4 SN2K arrival, maintain 5000, expect FL220 at one zero miles from airport, squawk 4361,

LESSON SUMMARY

The PT1 is a CRM LOFT session which conducts a flight from SUNGSHAN to KAOHSIUNG. The LOFT session consists scenarios reflecting real line operations (use FMC). The objective of those scenarios is to let the crew practice decision making process and CRM combining with system and environmental complication, and, in a no pass or fail ambient condition. The role of Instructor in LOFT is to act as a Dispatcher, Maintenance, Cabin Attendance or ATC Controller etc, and, he is NOT an

Instructor in the traditional sense during the simulator training.
The remaining time will be set to practice manual maneuvers.

LESSON OBJECTIVE

. To provides crew a learning experience during CRM LOFT
. To practice rejected landing at low altitude or after touch down
. To practice weather radar operation
. To practice unstable approach
. To practice manual flight operation

CRM LOFT (simulates a real line operation)

. Starts from cockpit preflight with APU operating and IRS aligned
. Finished when aircraft landed (or crashed)

PREFLIGHT AND ENGINE START

. This is a day flight
. Crew will complete all checklist and briefings as real line operation.

TAXI AND TAKEOFF

. Crosswind takeoff

CLIMB AND CRUISE

. Situation awareness / determine the course of action
EX: adverse weather / system malfunction (AUTO FLIGHT and FLIGHT CONTROLS)/ CRM / decision making

UNSTABLE APPROACH TRAINING

Select RCSS RWY 10 and reposition over ZONLI, 10000 feet speed 250 KIAS, practice unstable approach training

APPRAOCH
. High rate of descent on turn to final
. High rate of descent on turn to final followed by an increase of headwind on final resulting in a reduction of thrust and high rate of descent
. High rate of descent on turn to final followed by a steady tailwind with a decreasing airspeed and increasing rate of descent.

MANEUVERS AND EXERCISES

Reposition over PINSI, 5000 feet, speed 180 kts and both engines operating
. TSA HOULUNG ONE JULIET ARRIVAL NDB DME-B approach (Capt. without FMC)

. TSA J HOULUNG ONE JULIET ARRIVAL LDA/DME Rwy 28 approach (F/O with FMC)

Reposition 5NM final for TSA ILS RWY 10 approaches, manual flying with FD at CAT I weather minimum

. Rejected landing due visual reference lost below DA
. Landing and rollout on wet / slippery, crosswind / gust wind (braking action medium to poor)

SINGLE ENGINE OPERATION EXERCISES

Reposition on wet runway with crosswind 15Kts and weather at takeoff minimum

. Rejected takeoff exercise
. Engine failure at or after V1
. Maintain takeoff flap setting (if VMC and terrain is not a factor) or clean up configuration at crew's discretion
. Single engine visual approach and rejected landing
. Single engine visual approach and landing on any runway at crew's discretion

ON GROUND EMERGENCY

. After landing procedure and checklist
. On ground emergency
. Passenger evacuation

5.2 PC-1 MAR 2004 ~ AUG 2004 (Briefing by crew)

AIRPORT		ENROUTE	
ORIGIN	KAOHSIUNG(RCKH) RWY 09	ROUTE	SK3D DEP W4 HL1Z ARR
DESTINATION	SUNGSHAN (RCSS)	CRZ ALT	FL230
ALTERNATE	AS PER FLIGHT PLAN		
FLIGHT NO	B7 812		

PERFORMANCE

TOW	62000 KGS
FUEL	8000 KGS
ZFW	54000 KGS
RSV	2600 KGS
CI	14
CG	13%

MEL/CDL

MACH TRIM FAULT (MEL 22-22-01)

WEATHER

Refer to attachments

NOTAM

Refer to attachments

CLEARANCE

Glory 812 is cleared to ZONLI DME FIX via SK3D departure, HL1Z arrival climb and maintain FL 230, SQ 1161, departure frequency 124.7

LESSON SUMMARY

The PC - 1 includes an oral check on regulations, aircraft limitations recall items and aircraft system. The Check Airman will ask a minimum of 20 questions. The required standard is 85% correct answers this test will be held at TAIPEI/KAOHSIUNG before

you go for simulator
It also includes maneuvers and procedures selected to meet CAA requirements and company standards.
The check airman will provides appropriate instructions, weather information and ATC clearance. Abnormal conditions or system faults will be cleared after each landing, or, at check airman's discretion after appropriate procedures conducted.
The crew is expected to use cockpit resources available responding to instructions and situations as they would during actual line opration, unless specifically restricted by the check airman

All of the command qualities, situation awareness, and CRM are parts of the evaluation.

LESSON OBJECTIVES

. To evaluate crew's performance by selected exercises
. To evaluate crew's knowledge on aircraft operation limitation, recall items, company policy and procedure
. MAP SHIFT Precaution
. To exercise Captain RHS initial / recurrent training
. WET/Contaminated runway operation
. System malfunction operation
. On ground emergency and passenger evacuation
. Windshear recovery
. Single engine operation

TAKEOFF AND CLIMB

. Normal takeoff with wet runway
. RUNAWAY STABILIZER

APPROACH AND LANDING

.KHH ILS DME RWY 09 approach
MAP SHIFT and RAW DATA monitoring
.Missed approach due to weather deterioration.

.Radar vectors for KHH ILS DME Rwy 09 approach
SPOILER FLOAT/FLAPS JAM OR ASYMMETRY
.Missed approach due NAV AID's degradation (partial or full, ground station or aircraft equipment failure)
.Radar vectors for KHH ILS DME RWY 09 approach and land

SINGLE ENGINE OPERATION

Reposition on runway 09 with crosswind 15kts, take off wx minimum RVR 350 m and contaminated runway.
. Rejected takeoff (Capt only) on marginal and contaminated runway
. Engine failure at or after V1
. Single engine approach for runway 27and rejected landing
(Capt and F/O if had ATPL)
. Single engine approach and landing on runway 27

ON GROUND EMERGENCY
.Reposition on short final for approach
.On ground emergency and passenger evacuation

WINDSHEAR EXERCISES

NOTE : one pilot perform these exercises with WINDSHEAR INOP condition
. Take off, after lift-off, decreasing performance windshear.
. ILS approach, decreasing performance windshear, missed approach.
. ILS approach, visual on final / no FD, decreasing performance windshear, missed approach.

CAPT RIGHT HAND SEAT INITIAL/RECURRENT TRAINING/ CHECK

REVIEW RIGHT HAND SEAT NORMAL / NON-NORMAL / EMERGENCY PROCEDURES

Review RHS flow patterns, callouts, company limitations, evacuation duties, etc, during briefing.

NORMAL TAKEOFFS AND LANDINGS

Reposition to takeoff position, set weather CAVOK,
Crosswind 10 kts. Set aircraft performance at IP's discretion.
Few normal takeoffs and landings for trainee without recent RHS experience is recommended before normal RHS recurrent training

TAKEOFF WITH ENGINE FAILURE AT OR AFTER V1

Engine Failure at or after V1.

ONE ENGINE INOP VISUAL APPROACH

Radar vector for visual approach and landing
(Clear malfunction after landed and balance fuel load)

ILS APPROACH

Reposition to 5 miles final, set cloud base 800', preselect Windshear (WTA N04, 100%)
Manual FD ILS approach and missed approach.
(Clear Windshear Profile after exercise)
Reposition to 5 miles final, weather at CAT I minimum
Manual FD ILS approach and landing

X-WIND LANDINGS

Reposition to 2 miles final, weather CAVOK, 30kts crosswind
(Repeats crosswind landing exercises with different wind direction, and, with gusts or turbulence if desired)

RCSS-RCKH

TSAKHH FL220 DATE / / A/C REG B-179

TONPU CCHOU DALIN TNN KIZIN

		FUEL (KG)	TIME (HR:MM)	DIS (NM)
BOF	RCKH	2.0	0040	190
ALT	RCNN	**1.3**	**0030**	35
FINAL RES		1.3	0030	
CONT		0.7	0015	
TAXI		0.3		
REQ		5.6	0155	

SUGGEST

ALTERNATE SEQUENCE				
ALT	FUEL	T/DIS	PREC	NON-PRE
RCNN	0.5	10/ 35	600/3200	900/4000
RCSS	2.0	38/194	700/3200	1400/6000
RCFN	1.1	20/190	1100/6400	1100/6400
RCTP	2.0	35/185	600/3200	800/3200

DISP

PIC

CLR:

FLT NO B7- 807

STD 0145 STA 0235

OUT IN

ATIS:

OFF ON

ATIS:

FOB REM

MIN 5.6 RES 2.6

CLR:

FLT NO

STD STA

OUT IN

ATIS:

OFF ON

ATIS

FOB REM

MIN 5.6 RES 2.6

CLR:

FLT NO

STD STA

ATIS:

OUT IN

OFF ON

ATS:

FOB REM

MIN 5.6 RES 2.6

RCKH-RCSS

KHHTSA FL230 DATE / / A/C REG B-179

CO TNN HLG PUTIN ZONLI

		FUEL (KG)	TIME (HR:MM)	DIS (NM)
BOF	RCSS	2.0	0040	185
ALT	RCTP	**1.3**	**0030**	50
FINAL RES		1.3	0030	
CONT		0.7	0015	
TAXI		0.3		
REQ		5.6	0155	
SUGGEST		8.0		

ALTERNATE SEQUENCE				
ALT	FUEL	T/DIS	PREC	NON-PRE
RCTP	0.8	15/50	600/3200	800/3200
RCNN	1.8	32/160	600/3200	900/4000
RCKH	2.0	40/195	600/3200	1000/4000
RCFN	1.8	32/160	1100/6400	1100/6400

_____ DISP

_____ PIC

CLR:

FLT NO B7- 812

STD 0210 STA 0300

OUT _____ IN _____

ATIS:

OFF _____ ON _____

FOB _____ REM _____

MIN 5.6 RES 2.6

CLR:

FLT NO _____

STD _____ STA _____

OUT _____ IN _____

ATIS:

OFF _____ ON _____

FOB _____ REM _____

MIN 5.6 RES 2.6

CLR:

FLT NO _____

STD _____ STA _____

OUT _____ IN _____

ATIS:

OFF _____ ON _____

FOB _____ REM _____

MIN 5.6 RES 2.6

Air Navigation And Weather Service

Your Selection Is: MD

TIME WEATHER

090100 RCSS METAR RCSS 090100Z 08003KT 2000 RA SCT004 OVC008 27/27 Q1014
NOSIG=

090115 RCTP SPECI RCTP 090115Z 18004KT 140V260 1500 RA FEW003 BKN005 26/26 Q1013

090100 RCLG RCLG 00000KT 2000 RA FEW010 BKN060 27/27 Q1013 NOSIG RMK A3022=

090100 RCKU RCKU 11007KT 030V110 6000 FEW012 SCT060 BKN080 27/25 Q1012 NOSIG RMK
A3020=

090100 RCNN RCNN 02004KT 4000 FEW012 BKN080 27/23 Q1012 NOSIG RMK A3021=

090100 RCKH METAR RCKH 090100Z 32003KT 2500 RA FEW004 BKN010 27/27 Q1013 NOSIG=

090100 RCYU RCYU 02003KT 7000 -DZ SCT012 BKN025 BKN050 26/20 Q1013 NOSIG RMK
RAIN AMT T A3024=

090100 RCQS RCQS 34005KT 9999 SCT012 BKN050 27/20 Q1013 NOSIG RMK A3023=

090100 RCQC RCQC 01019KT 6000 SCT004 BKN006 OVC012 25/19 Q1015 NOSIG RMK
A3021=

090100 RCFN METAR RCFN 090100Z 34006KT 300V030 9999 FEW012 SCT035 BKN080 26/18
Q1015 (A3021) NOSIG=

090100 RCLY METAR RCLY 090100Z 12008KT 070V170 9999 FEW012 SCT070 24/17 Q1015
(A3019) NOSIG RMK 16008KT/RWY13=

090100 RCBS METAR RCBS 090100Z 35006KT 320V030 8000 FEW006 BKN008 OVC012 24/18
Q1016(A3035) NOSIG=

Air Navigation And Weather Service

Your Selection Is: TD

TIME WEATHER

082215 RCSS TAF RCSS 082200Z 090024 08005KT 2000 RA FEW004 SCT008 BKN010 TEMPO
0006 1500 RA FEW003 BKN008 OVC010=

082215 RCTP TAF RCTP 082200Z 090024 08005KT 3000 RA FEW004 BKN010 TEMPO 0410
07015KT FEW005 BKN010 BKN070=

082300 RCKU RCKU 090024 33004KT 4800 RA SCT012 BKN060 BECMG 0102 01008KT
7000 TEMPO 0609 4000 RA SCT012 BKN080 BECMG 1113 36004KT
3000 RA

082300 RCNN RCNN 090024 04004KT 7000 SCT012 BKN050
BECMG 0104 28006KT 4000 RA SCT010 BKN030

082215 RCKH TAF RCKH 082200Z 090024 24005KT 3000 RA FEW010 BKN020 BECMG 1012
27007KT 1500 RA SCT005 BNK020 =

082300 RCYU RCYU 090024 23004KT 6000 RA SCT008 BKN021 OVC040 BECMG 0104
08008KT 8000 SCT012 BKN030 BECMG 0710 6000 RA SCT008 BKN016
OVC032 BECMG 1114 24004KT 8000 SCT010 BKN032 BECMG
1619 7000 DZ SCT010 BKN021 OVC040 BECMG 2023 9999 SCT012
BKN050 TX25/06Z TN17/21Z=

082250 RCQS RCQS 090024 05016KT 9999 SCT012 BKN080 TEMPO 0105 FEW012
SCT060 BECMG 0708 SCT012 BKN040 BECMG 1012 34004KT TEMPO 1623
8000 RA SCT012 OVC030 TX26/05Z TN20/21Z=

090058 RCQC RCQC 090124 36018KT 6000 SCT006 BKN008 BECMG 0407 03021KT 8000
SCT008 BKN012 BECMG 0811 01018KT FEW006 SCT012

BECMG

1215 6000 SCT008 BKN014

082224 RCBS TAF RCBS 082200Z 090012 03008KT 5000 RA FEW008 SCT010 BNK015 TEMPO 0006

03015KT FEW004 BKN008=

082220 RCLY TAF RCLY 082200Z 090012 10010KT 9999 FEW012 SCT040 TEMPO 0012

11015G28KT=

082220 RCFN TAF RCFN 082200Z 090012 02010KT 9999 FEW012 SCT030 BKN060 TEMPO

0006 7000 RA FEW010 BKN030 BKN050=

RCTP FIR/TAIPEI FIR VERSION: 2004021202
AIC ATS VALID FM 0401010000 TO PERM
001 WEF 0000 UTC 1 JANUARY 2004, OPERATIONAL CHANGES OF
/03 AERONAUTICAL INFORMATION SERVICE IN TAIPEI FIR WILL BE
MADE IN ACCORDANCE WITH ICAO ANNEX 15 AS FLWS:
(REF TEXT FOR DETAILS)
A1049 ENR VALID FM 0310081000 TO PERM
/03 REF AIP PAGE ENR 3.1-3. PLS HAND AMEND TRACK MAG
DISTANCE AS FLW:
1. FM ANPU VOR/DME TO WADER: 46NM
2. FM WADER TO TINHO: 11NM
AIP SUP ENR VALID FM 0310301600 TO UFN
C022 AIR TRAFFIC CONTROL SERVICES IN MAKUNG ND CHINAMEN
/03 TERMINAL CONTROL AREA WILL BE PROVIDED BY TAICHUNG APP
INSTEAD OF TAIPEI AREA CONTROL CENTER
(REF TEXT FOR DETAILS)
AIP SUP RAC VALID FM 0312250000 TO PERM
A008 SIX AIRPORTS WILL BE RENAMED IN ACCORDANCE WITH R.O.C
C025 GOVERNMENTS POLICY OF /CHART OF TRANSLATION PRINCIPLE:
/03 TONGYONG ROMANIZATION/. BESIDES AIRPORTS, THE NAMES OF
RELATED TOWERS, ATS UNITS, TERMINAL CONTROL AREAS, TITLES
ON AERONAUTICAL CHARTS, AND STATIONS OF NAV AIDS, WHICH
USE THE SAME NAMES AS THE AIRPORTS LIST, ARE ALSO CHANGED.
RELATED LOCATION INDICATORS AND IDENTIFICATIONS OF NAV
AIDS REMAIN THE SAME (REF TEXT FOR DETAILS)
A0021 RAC VALID FM 0401091600 TO PERM
REF AIP PAGE ENR 3.3-6 TUNWA TRANSITION, PLS HAND
AMEND UPPER LIMIT AS FL230
RCTP/C.K.S. INTL AP VERSION: 2004021202
A0067 FRNG VALID FM 0402090000 TO 0402130900
EFF: 0000-0900 DLY ON 09-13 FEB
AREA: 2510N, 2512N, 12117E, 12121E
RMK: AIRSPACE BLOCKED
ALT: SFC UP TO 600FT
A0105 RWY VALID FM 0402130100 TO 0402130700
RWY 05/23 CLSD DUE TO CHECKING OF STOP BARS
A0107 TWY VALID FM 0402120400 TO 0402121200
TWY N2 BTN RWY 05/23 (EXCLUSIVE) AND TWY NP (EXCLUSIVE)

CLSD DUE TO CHECKING OF TWY CENTERLINE LGTS

A0093 TWY VALID FM 0402121500 TO 0402132200
1500-2200 DLY ON 12 AND 13 FEB
PORTION OF TWY NP BTN TWY N1(INCLUSIVE) AND TWY WC(EXCLUSIVE)
CLSD DUE TO WIP

A0008 AGA VALID FM 0201080000 TO UFN
/02 PARKING BAY A11 CLOSED DUE TO WIP

A0065 AGA VALID FM 0201310915 TO UFN
/02 NO STOP BARS ARE INSTALLED ON RWY 05/23 ASSOCIATED TWY.
(ICAO ANNEX 14 SARPS 5.3.17 REQUIRED) THE CAA IS UNDERTAKING
PLANNING WORK TO BUILD THE ABOVE LGT SYSTEM. BEFORE THE
SUBJECT EQUIPMENT HAS BEEN INSTALLED AND COMMISSIONED, ACFT
SHALL STRICTLY FOLLOW TWR CONTROLLERS INSTRUCTION WHEN
TAXIING

A0664 AGA VALID FM WIE TO UFN
/02 NO LOCATION/RUNWAY DESIGNATION SIGNS ARE PROVIDED AT TWY
S3, S4, S5 AND S6 FOR RWY 06/24 RMK/ACTION IS BEING TAKEN
THIS NOTAM MAY BE CANCELLED SOON

A1194 AGA VALID FM 0311100000 TO UFN
/03 AIRCRAFT PARKING AND INFORMATION SYSTEM (APIS) FOR
PARKING BAY C1 (INCLUDED) TO C10 (INCLUDED) CLSD
DUE TO WIP. AIRCRAFT PARKING WILL BE GUIDED BY
GROUND MARSHALER

A1237 RAC VALID FM 0311180600 TO PERM
/03 REF AIP PAGE RCTP AD 2-64 INFO ON THE REVERSE SIDE,
PLS HAND AMEND (RDL/DIST FM NAV AID) FOR (BRAVO) AS
(285 DEG/9.6NM HLG), THE REST NC

A0071 OBST VALID FM 0401290240 TO PERM
TAR BUILDING UNDER CONST EXISTS WITH INFO AS FLW:
MAX HEIGHT: 96FT AGL
COORDS(WGS-84): 25 05 16.7 N 121 13 59.3 E
LOCATION: 405M FM CL OF RWY 05/23
OBST LGT: NIL, WILL BE INSTL AFTER CONST CMPL
RMK/CONST CMPL APRX ON NOV 2004

RCKH/KAOHSIUNG VERSION: 2004021202

A1297 LGT VALID FM 0312030000 TO PERM
/03 SWY LGT OF RWY 09/27 ARE INSTALLED AND WILL BE

COMMISSIONED WITH INFO AS FLWS:
LEN: 60M
SPACING: 30M
COLOR: RED

A1132 RAC VALID FM 0311022300 TO PERM
/03 NEW TWR WILL COMMENCE OPR WITH INFO AS FLWS:
1. LOCATION: 62.7BRG/857M (0.46NM) FM RWY 09 THR
2. AD ROTATING BCN: WHITE/GREEN EVERY 5 SEC
3. VIEW PROBLEMS FM TWR PUBLISHED ON AIP PAGE
AD RCKH 2-41 WILL BE CNL

A0123 OBST VALID FM WIE TO 0412312400
/03 1630-2200 DLY CRANE OPS MAY BE HAZARDOUS TO ACFT AS FLWS:
1. LOCATION: SITE OF MRT R4A STATION
2. MAIN COORD: 223452N 1201914E
3. APRX PSN: 287 DEG MAG/0.87 NM OF THR 09
4. MAX HGT: 29M/96FT (AMSL)
5. LGT/MARKINGS: RED OBST LGT AND RED/WHITE FLAGS
ON TOP OF CRANES
6. RMK: 30 MINUTES PRIOR NOTICE IS REQUIRED WHEN LOWERING
CRANES OPS IS NEEDED DUE TO TECH LANDINGS OR AN
EMERGENCY

A0097 OBST VALID FM 0402091600 TO 0402292200
1600-2200 DLY ON 9-11, 27-29 FEB
CRANES OPS MAY BE HAZARDOUS TO ACFT AS FLWS:
1. LOCATION: SITE OF MASS-RAPID-TRANSIT LUR06
2. MAIN COORD: 223431N/1202000E
3. MAX HGT: 20M (AMSL)
4. LGT/MARKINGS: RED OBST LGT AND RED/WHITE FLAGS ON TOP
OF CRANES
5. RMK: 30 MINUTES PRIOR NOTICE IS REQUIRED WHEN LOWERING
CRANES OPS IS NEEDED DUE TO TECHNICAL LANDINGS OR
AN EMERG

RCSS/SUNGSHAN VERSION: 2004021202

A0954 AGA VALID FM WIE TO UFN
/03 ACFT CAUTION ADVISED FOR A 5M X 5M CONSTUCTION AREA (FENCED
BY FRANGIBLE AND LGTD BARRICADE) BTN PARKING BAY 2 AND
PARKING BAY 2A

A0077 AGA VALID FM 0402011500 TO 0403011500

PARKING BAY 8 CLSD DUE TO WIP

A0081 RWY VALID FM 0402040515 TO 0506300530EST

0515-0530 DLY, RWY CLOSED DUE TO MEASUREMENT WIP

A1290 TWY VALID FM 0307311600 TO 0402161600

/03 PORTION OF TWY CC (FM THE INTERSECTION OF TWY CC AND RWY 10/28 SOUTHWARDS TO 200M) CLSD DUE TO WIP

A0049 COM VALID FM 0401140800 TO PERM

REF AIP SUP A009C026/03 DATED 17 DEC 2003, PLS HAND AMDED FLW INFO ON ATTACHMENTS:

1. FREQ OF TWR REVISED AS 118.1 121.2 AND 121.9
2. FREQ OF ATIS REVISED AS 127.4 AND 341.0
3. BM 060BRG REVISED AS BM 240BRG
4. GI 019BRG REVISED AS GI 199BRG
5. ON ATTACHMENT 1, HL 063BRG REVISED AS HL 243BRG
6. ON ATTACHMENT 2, HL 067BRG REVISED AS HL 247BRG
7. ON ATTACHMENT 4 AND 5, HL 055BRG REVISED AS HL 235BRG
8. ON ATTACHMENT 5, THE SECOND ITEM 4. ZM1T REVISED AS ITEM 5. ZM1M
9. ON ATTACHMENT 5, ZEMPO REVISED AS ZAMBO.

THE REST NC

C0200 OBST VALID FM WIE TO UFN

/98 A CAMERA MAST TOP ELEV 73FT APRX PSN AT 285DEG MAG 610M FM THR RWY 10

C1389 OBST VALID FM WIE TO UFN

/99 A CRANE AT 25 03 38.4N/121 34 41.3E APRX PSN AT 129BRG/ 0.86NM OF THR RWY 28, ELEV 302FT, OBST LIGHTED

A1411 OBST VALID FM 0312250930 TO PERM

/03 HIGHT BUILDING EXISTS AS FLWS:

1. MAX HEIGHT: 1700 FT
2. LOCATION: 150BRG/2.5NM FROM THR RWY 10
   184BRG/2.1NM FROM THR RWY 28
3. COORDS: 25 02 05.07N 121 33 53.19E
4. WITH OBST LGT
5. RMK/ACFT OPR IN VICINITY ARE CAUTION ADZ.

A1063 OBST VALID FM WIE TO PERM

/03 REF AIP PAGE ENR 3.4-10, HIGH BUILDING WITH OBST LGT EXISTS AS FLWS:

1. MAX HEIGHT: 700 FT

2. LOCATION: 184 BRG/1.8NM FROM THR RWY10
RMK/THE VFR HEL ARE CAUTION ADZ
RCNN/TAINAN VERSION: 2004021202
A0036 FRNG VALID FM 0402100100 TO 0402130800
EFF: 0100-0400, 0600-0800 DLY ON 10 AND 13 FEB
AREA: 225907N/1201913E 225909N/1202020E
230010N/1202019E 230000N/1201911E
RMK: AIRSPACE BLOCKED
ALT: SFC TO 3000FT
C0312 AGA VALID FM WIE TO UFN
/02 LGT FACILITIES WHICH DIFFER FROM ICAO ANNEX 14
SARPS ARE AS FLWS:
1. AD BCN FREQ, FAA STANDARD, 6 RPM
2. MALSR RWY 36, FAA STANDARD
3. RWY EDGE LGT, NOT YELLOW WITHIN LAST 600M
4. NO INFORMATION SIGNS
RMK/ACTION IS BEING TAKEN AND SOME ITEMS MAY BE CNL SOON
C0625 AGA VALID FM WIE TO UFN
/02 ALL LDG ACFT CTN ADZ DUE TO GCA CONST WIP AT RWY 18L 4950FT
AND RWY 36R 4931FT, WEST 550FT LOCATION
C0288 LGT VALID FM 0305090900 TO UFN
/03 RWY 18L MALSF 420M U/S
AIP SUP RWY VALID FM 0312312200 TO 0407312200
C030 THE CONSTRUCTION WORK PHASE 1 IS IN PROGRESS ON RWY 36R
AND
/03 PORTION OF TWY 6. DURING WORK PERIOD, THE FIRST 810M OF RWY
36R AND PARKING BAY 1 TO 5 WILL BE CLSD WITH RELATED
INFORMATION AS FLWS: (REF TEXT FOR DETAILS)
C0011 RWY VALID FM WIE TO 0407312200

1. ALL MILITARY ACFT(EXC TRANSPORT) USE RWY 36L/18RTKOF/LDG , BUT ALL HIGH SPEED FIGHTER PLANE FORBID 36R/18L TKOF/LDG TO USE.
2. CIVIC ACFT AND TRANSPORT USE RWY 36R/18L TKOF/LDG, IF VIS IS LOW BH-1900 AND FK-50 CAN USE RWY 36L/18R TKOF/LDG.
3. REF AIP SUPPLEMENT C030/03 REGARD TAXI-LINE.

C0627 TWY VALID FM WIE TO UFN
/96 ACFT LANDING ON RWY 18L/18R, NO TAXIING ALLOWED TO LEAVE THE RWY VIA TWY NR 4

C0184 TWY VALID FM WIE TO UFN
/01 NR 3 TWY CLSD

C0715 OBST VALID FM WIE TO PERM
/01 1. BLDG POSITION ON LOCAL 18L RWY THR R-016/1.08NM ELEV 345.3FT(INCLUDE ANTENNA), 225858N/1201216E
2. BLDG POSITION ON LOCAL 18L RWY THR R-352/1.48NM ELEV 297.7FT, 225900N/1201158E
3. RMK: OBST ARE LGTED
R5. 225706.4N 1201231.3E 63
R6. 225706.2N 1201232.0E 42
R7. 225706.6N 1201232.6E 56

C0465 OBST VALID FM WIE TO PERM
/02 REPORT ACFT ARRESTING SYSTEM INFO AS FLWS:
1. BAK-12/14, HGT 14CM, AT 1200-1500FT FM THR
2. 61QSII, HGT 4.2M, AT THR, MAST HGT 7.6M WHEN ERRECTED

UNI CHECK / TRAINING FORM

UNI AIR 立榮航空

File No	
License No.	

Name	Employee No	Training/Check Performed In	Position	
梅宏毅		☐ A/C # ☑ SIM # JAS	☑ CAPT	☐ F/O
Date (yyyymmdd) 2004. 06. 29	Location JAL	Duration (HH+MM) 4+00	☑ MD90	☐ DH8

☑ PT1	☐ PT2	☐ PC1	☐ PC2	☐ CURRENCY	☐ REQUAL.	☐ PAT
☐ CAA/TYPE CHK	☐ A/C TRNG	☑ CRM LOFT	☐ MISC	☐	☐	

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

	ITEM	S	U	W		ITEM	S	U	W
ORAL	Technical Knowledge	✓			MISSED APPROACH	Rejected Landing	✓		
	Rules & Regulations	✓				Missed Approach	✓		
PREFLIGHT	Cockpit Setup	✓				Missed Approach – Engine Out	✓		
	FMS Setup	✓			LANDING	Normal Landing	✓		
	Clearance & Briefing	✓				WET/CONTAMINATE RWY	✓		
	Engine start	✓				Circling to Land	✓		
	Taxi & Ground Handling	✓				One Engine Out Landing	✓		
TAKEOFF DEPARTURE	Normal Takeoff	✓				Cross-wind Landing >10 knots	✓		
	Takeoff with Engine failure	✓			GENERAL	TCAS	✓		
	Cross-wind Takeoff >10 knots	✓				GPWS	✓		
	Rejected Takeoff ☐MTOW ☑WETRWY	✓				Emergency Evacuation	✓		
	Area Departure	✓			AIRMANSHIP /CRM	Situational Awareness	✓		
AIRWORK ENROUTE	Aircraft Handling	✓				Teamwork	✓		
	ATC Procedures	✓				Communications	✓		
	Stall Recovery			✓		Decision Making	✓		
	Steep Turns			✓		Work Load Management	✓		
	Rapid Descent			✓	NON NORMALS	ELEV LD FEEL INOP	✓		
	Automation Management	✓							
ARRIVAL APPROACH	Briefing / FMS Setup	✓							
	STAR	✓							
	☑Holding ☑Procedure Turn ☑DME ARC	✓							
	Non-precision Approach NDB	✓							
	ILS Approach ☑Auto ☑manual	✓							
	Engine Out Approach	✓							

Windshear Demonstrated	Training / Check Performed in	
☐ YES ☐ T/O Prior V1 ☑ T/O After V1 ☑ Approach	☑ LHS ☐ RHS	

Check Satisfactory	Supplemental Training Requested	DE or Check airman recommendation and Action
☐ YES ☐ NO	☐ YES ☐ NO	NIL.

Remarks

PT, COMPLETED. READY FOR PC, .

Name of IP/CA/DE Print	Signature	DE./License No.	Empl. No.	I have noted the above comments Pilot's Initials:	CAA Insp.
王超凡	王超凡	101556	A30470	梅宏毅	NIL

民 用 航 空 局
C A A
固定翼駕駛員術科檢定報告表
PILOT RATING REPORT FORM

姓名: 梅宏競 檢定證號碼: 101623 飛行總時間: 7000 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	實機 Aircraft	模擬機 Simulator
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	S	
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. 精確進場及落地 (ILS / *MLS approach and landing)	S	
12. 非精確進場及落地 (non- precision approach and landing)	S	
13. *空中待命 (Holding)	S	
14. 環繞進場及落地 (Circling approach and landing)	S	
15. 迷失進場 (Missed approach)	S	
空中動作 (In-flight maneuver)		
16. *小轉彎 (Steep turns)	S	
17. *接近失速及改正 (Approaches to stall and recovery)	S	
18. *緊急下降 (Emergency descent)	S	
19. 發動機故障操作 (Engine failure procedures)	S	
20. 特定飛航動作/*不正常動作改正 (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. 模擬發動機失效落地 (With simulated power-plant (s) failure)	S	
綜合判斷 (General)		
25. 儀器飛航能力 (Instrument flight abilities)	S	
26. 航管程序 (ATC 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)		

證　明　函　(CERTIFICATION)

茲證明 民航局 ~~航空公司~~ 姓名：梅宏競 證照號碼：101623
(Airline) (Name) (Certificate No.)

符合民用航空法第 25 條規定具有~~CPL~~/ATPL/~~儀器飛航之資格~~，於 93 年 06 月 30 日完成並通過 MD-90 機型之正駕駛/~~副駕駛訓練~~及檢定，請核發執業證書及機型檢定證，有關該員之訓練紀錄將於 30 日內報局核備。

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

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

委任證號(Designated License No.)：B91218

民航局檢查員：
(CAA Inspector's Signature)

申請日期：93 年 06 月 30 日

Ⅱ. 航空人員類別 固定翼航空器民航運輸駕駛員
Title of Licence ATPL - AEROPLANE

Ⅲ. 檢定證號碼
Number 101623

Ⅳ. 姓 名
Name of Holder 梅宏競
MEI HUNG CHING

Ⅳa. 出生日期
Date of Birth 04/19/1953

出生地點
Place of Birth 貴州
KWEICHOW

Ⅵ. 國 籍
Nationality of Holder 中華民國
REPUBLIC OF CHINA

Ⅴ. 住 址
Address of Holder 板橋市中正路一巷二弄8號2樓

Ⅹ. 張國政

Ⅷ. 民用航空局局長
Director General, Civil Aeronautics Administration

Ⅻ. 檢定項目 Ratings	Ⅸ. 有效期限 Validity
MD-90	2003 ～2004 08/31 08/30
MD-90	2004 ～2005 08/31 08/30
XIII. 限制 Limitation	

Ⅶ. 持用人
Signature of Holder

07/05/2004
Ⅹ. 發給日期
Date of Issuance