

CCAR Part 142 Inspector's Handbook

Flight Standards Department

CAAC

August, 2005

(Only for reference)

(Note: if any doubt has been found with this version, please refer to published Chinese version)

Table of Content

Chapter 1 General	- 3 -
Section 1 Background	- 3 -
Section 2 Relations with other Regulations	- 3 -
Section 3 Administration Management	- 3 -
Chapter 2 General Certification Process	- 5 -
Section 1 Pre-application	- 5 -
Section 2 Formal Application.....	- 6 -
Section 3 Document Compliance Inspection	- 8 -
Section 4 Inspection and Validation	- 10 -
Section 5 Issuance of the Certificate	- 11 -
Chapter 3 Approval of the Training Program.....	- 13 -
Section 1 General	- 13 -
Section 2 Approval Process.....	- 14 -
Appendix A Definitions	- 17 -
Appendix B Sample Flight Training Center Certificate.....	- 19 -
Appendix C Sample Core Curriculum	- 20 -
Appendix D Sample Flight Training Center Operations Specification	- 39 -

Chapter 1 General

Section 1 Background

The aircraft pilots' quality of training directly affects the safety of the flight. In recent years, China Civil Aviation Regulations have stricter and stricter requirements, higher and higher standards. To satisfy these requirements, the flight training center, as an effective way of training organization, centralize the required facilities or equipments (including the aircraft), training personnel and evaluators, training sites and management personnel, form a better effective substitution way of satisfactorily complying with the requirements in accordance with the aircraft pilot training and evaluation in China Civil Aviation Regulation (CCAR) part 61, 91,121 and 135, and safe the air operator or student pilot plenty of time and training fees. Some training centers of air carrier or operator not only fulfill their internal training, but also sell their spare training ability as worthy merchandise. Some other training centers only perform the training of other's pilots, and get paid. To make the Administration perform the management duty of the applicable item 142.3 (a) regulated in the *Certification Regulation of the Flight Training Center* (CCAR-142) to the flight training center, and ensure the training quality of China civil aviation pilot trained by them, CCAR-142 makes a more general and scientific regulation.

Section 2 Relations with other Regulations

The training center of CCAR-142 mainly provides various type of training satisfactory to the Regulation for the operator or air carrier of CCAR-121 and CCAR-135. Because of the prevalent use of the advance training equipments or aircrafts in the corresponding training of the CCAR-142, to use the resource sufficiently, CCAR-142 also allow parts of CCAR-61 training implemented in the flight training center, for example, the training and evaluation of the pilots to obtain and maintain air craft type rating or to obtain the airline transport pilot license.; the training and evaluation of the pilots use the aircraft or simulator identified in the approved flight training center training program to obtain the instrument rating or CAT II or CAT III instrument operation approval issued by CCAR-61. For the certificate holder using the aircraft to perform the flight training, there are no material regulations on the qualification of the management personnel, airworthiness and maintenance, flight time limitation, operation safety management and manuals development in CCAR-142, so the flight training center should also be qualified with the commercial non air transport certification under the requirements of CCAR-91 Chapter H, and obtain the training qualification.

Section 3 Administration Management

1. Management Organization.

The certification and supervision of the CCAR-142 flight training center are

generally coordinated by CAAC Fight Standards Department. The Flight Standards Department is responsible for certification and continuous supervision and inspection of flight training center outside the China boundary and in the special administrative region of Hong Kong and Macao, CAAC Regional Administration is responsible for certificate approval and continuous supervision and inspection of flight training center in its region. The CAAC regional administration may authorize the Local Safety Supervision Office where the flight training center is located to implement the certification and continuous supervision and inspection in accordance with the local actual condition. If the geographical location of the training center branch is inside another Regional Administration's precinct, the CAAC Regional Administration of where the branch located is responsible for the implementation of the continuous supervision, and responsible for submission the necessary inspection result and information annunciation to the CAAC regional Administration that issues the certificate and operations specification to the branch.

2. Type of approval.

CCAR-142 regulates the form of approval in issuance of flight training center certificate and operations specification by the Administration to implement the training. The flight training center certificate, as an Administrative Certification embroider, approves to organize the implementation of the training in accordance with the requirements of CCAR-142; the operations specification is a detailed limitation and regulation of which type of training the flight training center may implement, the operations specification is an attached document of the certificate. Both are necessary in accordance with CCAR-142. The sample flight training certificate refers to appendix B, the sample operations specification refers to appendix D.

For domestic training center, the certificate and operations specification issued by the Administration remains continuous in effect. For the foreign training center and the training center located in the special administrative region of Hong Kong and Macao, consider the difficulties for the Administration to perform routine supervision and inspection, we set 2 years limit to its validity for the operations specification. So a foreign training center or the training center located in the special administrative region of Hong Kong and Macao that undertakes the training of Chinese civil aviation aircraft pilots has to get CAAC certification for every 2 years.

3. The flight training center principal operation inspector.

For the supervision of the flight training center, the Administration adopts the method of designation of a principal operation inspector (POI), which is the general saying of the Principal Operation Inspector System. For the domestic training organization, the POI should designate by the CAAC Regional Administration where the flight training center locates, but, if the certification and supervision of the flight training center is conducted by the local safety supervision office by the authorization method, the POI of the flight training center should be designated by the local safety supervision office. The POI is responsible for the acceptance of the application, organizing of the certification, continuous supervision and inspection, punishment after the certificate holder's violation of the regulations, and the amendment and approval of the operations specification etc. For training organization out side the

boundary and the training organization located in the special administrative region of Hong Kong and Macao, the POI are designated by the Flight Standards Department.

POI of the flight training center should meet the following requirements:

(a) Has been working in the Administration for 1 year or above, have certain coordination and organization abilities;

(b) Hold airline transport pilot license and category B instructor license or above;

(c) Be qualified under fundamental inspector and corresponding curriculum training provided by the flight standard training center.

(d) Have better literal ability including the English ability.

4. Definitions.

For the convenience of inspector to understand the meaning of the terms appeared in this handbook and used in certification. The corresponding term's definition used in this handbook and CCAR-142 certification refers to appendix A.

Chapter 2 General Certification Process

Certification of a flight training center follows a five-phase process. The five phases are pre-application, formal application, document compliance, inspection and validation and the issuance of the certificate and operations specification. In accordance with the existing circumstances, the five phases may be adjusted to satisfy the actual requirements. In the process of flight training center organizing the certification, the POI should use the completion of previous phase as a necessary precondition, to ensure the quality of the certification of a flight training center. Each phase is described as follows.

Section 1 Pre-application

Each applicant intend to be a certificate holder of CCAR-142 should consult the flight training center certification phases and requirements to the Regional Administration Flight Standards Office where the flight training center located or the designated local safety supervision office; obtain the CCAR-142 regulation documentation and other corresponding regulations, advisory circular information etc, become familiar with main contents of CCAR-142 regulation, and ensure the proposed training center meets the requirements of certification.

1. Submit a pre-application letter and attachments including the following information to the Regional Administration Flight Standards Office where the flight training center located or the designated local safety supervision office while completion of the preparation:

(a) Pre-application letter (sample)

XXXX Regional Administration Flight Standards Office (Safety Supervision Office),

We intend to establish a flight training center under CCAR-142 operation, in accordance with the application phases required by the Administration, we submit the pre-application letter sincerely today, on the expectations of your start of the certification process.

The flight training center applied propose to begin operations on XXXX (year) XX (Month), XX (day), and offer certification training in Boeing 737-800, using Boeing 737-800 level D flight simulator. We also intend to provide flight training for airmen under CCAR-61.

Sincerely,

XXXX (position) XXX (signature)

XXX (month) XX (day) XXXX (year)

(b) Basic information:

- (1) Business name, mailing address, and telephone number of the applicant;
- (2) Proposed starting date of operation;
- (3) Proposed management personnel by name and title;
- (4) Proposed training courses;
- (5) Proposed equipment used in flight training;
- (6) Proposed location of the flight training center, including the flight training center branch, document and training recordkeeping;
- (7) Proposed schedule of events of the certification process;
- (8) Additional information that provides a better understanding of the proposed business.

2. After receiving the above application documents from the applicant, the Regional Administration Flight Standards Office or designated local safety supervision office should arrange a pre-application meeting with attendance of the applicant. By discussion, the Administration may determine the applicant's level of understanding of the CCAR-142 and corresponding regulations, determine whether the applicant have the potential ability of CCAR-142 applicant, and the application intention is clear, then the Administration may proceed to the next certification phase.

3. After proceeding to the next certification phase is determined, the Administration may provide the following civil aviation regulations, documents and guidance materials:

- (a) CCAR-142 regulation;
- (b) Other corresponding regulations, such as CCAR-121, CCAR-135, CCAR-60 and CCAR-61;
- (c) Standard format of the operations specification;
- (d) Other guidance materials the Administration deems necessary.

4. If the Administration determines that the material phase of pre-application is not necessary by former experience or qualification, the Administration may give the deviation of the pre-application phase to the applicant.

Section 2 Formal Application

In the beginning of the formal application phase, CCAR-142 applicant should submit a formal application letter and attachments to the CAAC Regional Administration or local safety supervision office designated by Regional

Administration fulfilled with the following information:

(a) Formal application letter (Sample)

XXXX Regional Administration Flight Standards Office (Safety Supervision Office),

By the understanding of the CCAR-142 regulation and other corresponding civil aviation regulations in the pre-application phase, in accordance with the requirements of the regulations, our preparation work of the flight training center has been proceeded. The flight training equipment (description of flight simulator or flight training device of detailed type of aircraft), management personnel and instructor have been preliminarily in position, training program and essential documents already have been preliminarily developed. Now we submit the formal application of certification especially to XXXX CAAC Regional Administration (Safety Supervision Office), required other documents and information are attached in the following.

Sincerely,

XXXX (position) XXX (signature)

XXX (month) XX (day) XXXX (year)

(b) Contents of formal application attachments:

- (1) Business name, mailing address, and telephone number;
- (2) Proposed starting date of operation;
- (3) Management personnel and qualifications, and a statement will be included that if any change made in the management personnel, the applicant shall notify the Administration within 10 days of the change.
- (4) The proposed training curriculum corresponding to CCAR-61, 91, 121 or 135;
- (5) Proposed evaluators list and the evaluators' qualification list;
- (6) Actual aircraft flight training (if any);
- (7) Applicant's flight training equipments, facilities, qualifications of personnel to be used, and the description of the equipments evaluation plan;
- (8) The copy of flight training center training program and curricula, including the syllabus, core curriculum and specialty curriculum;
- (9) The description of the training, qualification and certification and test recordkeeping system of the students, instructors and evaluators;
- (10) The description of the training quality control procedure and method.

2. CAAC Regional Administration or designated safety supervision office should notify the applicant in writing whether the application has been accepted or not within 5 days after receiving the formal application letter and attachments. If the applicant is unable to submit complete material as required or the material submitted does not meet the requirement, and the application material is required to be supplemented by the applicant, the CAAC Regional Administration or safety supervision office should notify the applicant all the contents required to be supplemented in one time within 5 working days.

3. After the acceptance of the applicant's formal application has been decided, the Administration should designate a flight training center Principal Operation Inspector (POI). The POI is in charge of the coordinating, organizing, and

implementing the necessary approval procedure.

4. The Administration may decide whether to hold the formal application meeting or not in accordance with the applicant's actual condition.

Section 3 Document Compliance Inspection

After the CAAC Regional Administration Flight Standards Office or designated supervision office accept the formal application, should notify the applicant, except for the time of inspecting the flight training equipment, the certification process will be completed in 20 working days. The POI should organize the human resources in time, and proceed with the compliance inspection with the following documents submitted by the applicant:

1. Management personnel

The flight training center shall employ sufficient, complied with the CCAR-142 requirement, management personnel. The applicant must provide resumes for management personnel, to describe the qualification and regulation compliance history of the proposed management personnel. The qualification of the management personnel should include the name, address, airman certificate number and certificate type and rating, while applicable, also include the medical certificate number. For the person use to have problems in work or management, accordingly leads to the suspension or revocation of the CCAR-121, 135 or 142 certificate within the previous 2 years, should not be employed to perform the training management or in the solely control of the flight training center.

2. Flight training center evaluator

The flight training center shall employ or legally use sufficient flight evaluator director accredited under CCAR-183 procedure, these evaluator should hold a current corresponding category, class, type and instrument rating (if applicable) of aircraft pilot license, and hold a corresponding instructor license; take and pass the CAAC Flight Standards Department authorized flight inspection technical training; have the instructing experience as an instructor in recent 5 years, and no flight incident or flight accident due to personal reason in recent 3 years.

The flight training center may also invite the Administration accredited director with equal qualification but not belong to the flight training center as this center's evaluator, but the invitation of the evaluator should be approved by the flight training center's POI in writing, and the evaluation schedule of event should be under the control of the flight training center.

3. Instructor

By inspecting the material shown by the flight training center applicant, confirm the personnel proposed to perform on ground, flight training equipment and aircraft instructor comply with the requirement of CCAR-142 item 61, 63, 65, 67 and 69. While implementing the instruction under CCAR-121 or CCAR-135 tasks, the flight training center instructor should meet the corresponding requirements of those parts.

4. Aircraft

If the flight training center uses the aircraft to perform the CCAR-142 required training, the maintenance and inspection program should be developed under the

requirement of CCAR-91, section D, and approved by the Airworthiness Department of the Administration.

5. Flight training equipment

The applicant should provide the flight simulation equipment certificate issued by the CAAC Flight Standards Department, prove that the equipments to be used meet the requirement of the training curriculum, or provide submitted qualification application of the flight simulation equipment technical level.

6. Training program

The approval of training program will be described in next chapter. This item mainly explains the training program can be developed by training center and coordination work of the Administration in the approval process.

The flight training center may develop the general applicable training program in accordance with the corresponding requirement of the civil aviation operation regulations. This training program should at least include one or several core curriculums, for the core curriculum included in the training program, the training center POI should coordinate with the Flight Standards Department and the POI of the air carrier ready to use this core curriculum about the approval conditions, charged by the flight training center POI, and approved by the approval procedure in accordance with the FLIGHT OPERATION INSPECTOR HANDBOOK volume 3 section 2. The necessity of coordination and unification of the suggestion is that the core curriculum of one type of aircraft has extensive applicability; in the future training of the CCAR-142 certificate holder, core curriculum may be approved for more than one air carrier or operator's flight training.

While the flight training center provide training to the air carrier operated under CCAR-121 or CCAR-135, the training program approved by the Administration POI of this air carrier can be directly used, and no extra approval is needed.

7. Minimum equipment list (if applicable) and flight simulator component inoperative guide (if applicable)

Verify whether the Minimum Equipment List (MEL) meets the training requirement of the aircraft used in the training program and the flight simulator component inoperative guide meets the corresponding requirement of CCAR-142.

8. Leasing contracts or agreements

Verify that in accordance with the leasing contracts or agreements, in order to meet the requirement of the training program, whether the training center has the exclusive ability of using the flight training equipments or facilities in certain period of time.

9. Training contracts

If the training center relegates parts of training to the flight school by the form of contract, then whether this flight training school has completed the CCAR-141 certification should be inspected, and whether the training is implemented under the requirement of CCAR-142, and approved in the CCAR-141 operations specification.

10. Deviations and Waivers

An applicant may request a deviation or waiver from some of the requirements of CCAR-142. When requesting a deviation or waiver, the training center applicant

must provide the training center POI with the following explanation:

- A. Justification for the deviation or waiver.
- B. Deviation or waiver will not adversely affect the quality of instruction or evaluation.

Section 4 Inspection and Validation

Before inspection and certification, the training center's training program and parts of curriculum should already obtain the temporary approval, instructor and evaluator have been certified, the flight training equipments used are able to meet the requirement of CCAR-142 training.

1. Inspect flight training equipment

In accordance with the description in the formal application letter of training center applicant, inspect whether the flight training equipment comply with the CCAR-142 regulation requirement. All level of the flight training device and all flight simulator used should be qualified and obtain the corresponding effective certificate in accordance with CCAR-60 by Flight Standards Department of the Administration. The flight training device and flight simulator should be maintained properly, be ensured that these equipments have the required reliability on the performance, function and all other characters when initial approved. Also those equipments should be updated in time, to reflect any modification condition that cause the performance, function and other character change of the aircraft simulated. The flight training device and flight simulator should be performed with the preflight functional inspection each day. A malfunction logbook should be kept, for the instructor or inspection personnel to log every malfunction upon the end of each training and inspection. Unless otherwise authorized by the flight simulator component inoperative guide, all components of the flight training device and flight simulator should be in the workable condition.

2. Inspect aircraft

All kind of aircraft used by the training center should be China or Foreign registered civil aircraft. If the training center operates this aircraft in a foreign country outside China, the requirements of local country should be met at the same time. The aircraft should have the airworthiness certificate issued by CAAC or a foreign certificate equal to the airworthiness certificate approved by the Administration. The aircraft should be maintained and inspected in accordance with the requirement of CCAR-91 Chapter D, or be maintained in accordance with the regulation of continuous airworthiness maintenance program of CCAR-121 or 135 or the equal maintenance requirement of the registration country. The airworthiness should be authorized by the Administration POI. For the curriculum which is approved to use aircrafts, each aircraft used in the curriculum should be equipped in accordance with the requirement of operations specification.

3. Validate instruction training

In this phase and before the issuance of the certificate, the training center POI or the corresponding air carrier POI should observe the training of initial cadre of training center instructors or instruction trainings implemented in accordance with the

temporarily approved training program or partial curriculum. After the issuance of the certificate, the training center POI or corresponding air carrier POI should observe the initial complete instruction of the training center providing to the student of all curriculums, ensure the integrity of training program and the level of regulation compliance, and require the amendment of training program.

After phase 4, inspection and validation, the training center POI should coordinate with the corresponding air carrier POI (if applicable), make an evaluation agreement on the training center regulation compliance, and submit this evaluation agreement to the Regional Administration Flight Standards Office and the principal manager of the Regional Administration, make the decision of whether to issue the certificate or not, at the same time, apply for the certificate number of CCAR-142 training center to the Flight Standards Department, the two character code of pinyin represent each Administration, for example, HD represents East China Regional Administration, HB represents North China Regional Administration etc.

Section 5 Issuance of the Certificate

1. Documents preparation

After the previous 4 phases, the training center POI, in accordance with the certification circumstance of the application and inspection of the applicant, fill out the CAAC developed standard format of CCAR-142 certificate of the initial, transition, upgrade and differential curriculums on the approved type of aircraft that does not exceed the operations specification part B, and the rating training and evaluation, ground training, simulator or aircraft training, evaluation of airline transport pilot license in accordance with CCAR-61 and other special training subjects.

2 Operations specification

The applicant should understand the requirement of developing the operations specification and the meaning of each approval from the Administration POI in the previous phases, completed by the applicant after completion of the validation and inspection, and submit the application to the training center POI. The training center POI will sign to approve upon fully coordinating with the air carrier POI and the applicant.

The sample operations section refers to appendix B.

3. Issuance of the certificate

After completion of all previous work, the training center POI confirms the date of issuance of the operation certificate and operations certification, and put on the records on the following content included in the operations specification to the Flight Standards Department.

- (a) Business name of the certificate holder;
- (b) Address;
- (c) Certificate number and the issuing date;
- (d) Approved training subjects;
- (e) Additional training limitations;
- (f) Name of the personnel in charge of the training center;

4. Denial of issuance of the certificate.

If deficiencies exist in the process of the application and certification of the applicant, the application or issuance of the certificate may be denied. If the issuance of the certificate is denied, the training center POI will state the reasons for certificate denial. The POI will make such denial in writing and will describe corrective actions that may lead to obtain the certificate.

5. Simplified non domestic training center certification

The certification of non domestic flight training center certification should base on the terms of that the local country or territory civil aviation administration has already issued the corresponding permission, only when the domestic aviation corporation or company has made an agreement with the non domestic flight training center, this corporation or company ready to send pilots to perform the training and evaluation of at least one subject in this non domestic flight training center, and the domestic corporation or company submit the certification application to the Administration, this flight training center also submit the application of certification under CCAR-142, after ensuring that this center's intention is not for the commercial advertisement to obtain the CCAR-142 certificate, CAAC Flight Standards Department will send the certification group to conduct the certification if the human resource factor permits. The certification of the non domestic flight training center should not bring unnecessary administrative costs for the Administration.

The 5 phases, methods, and criteria, stated in this chapter also applicable for non domestic flight training center certification, but if the civil aviation administration of the local country or territory where the flight training center is located has issued the certification or operations specification which have the analogy with the CCAR-142, the certification can be simplified. Under this condition, the document compliance phase mainly inspect the standards of issuance of the certification or operations specification of the civil aviation administration of this country or territory and the difference of each standard regulated by CCAR-142; validation phase is mainly to verify if this training center reaches the quality regulated by CCAR-142 when implementing the training. Due to the operation of non domestic flight training center firstly have to comply with the law and regulations of the local country, in the aspect of the requirement of organization setup, personnel qualification, program and manual etc. are not possibly correspondingly the same. Therefore, when certifying the non domestic flight training center, not only whether it is complied with the requirement of CCAR-142 should be inspected, but also should be emphasized particularly on inspecting the following aspects:

(a) If the non domestic flight training center apply for the initial training of the CCAR-121 or 135 operation air carrier pilot including the new employment, the instruction about the company operation policy, safety management in the new employment training should be arranged properly, if the qualified instructor of this company is arranged to the training center specially for the instruction or the curriculum is reserved to implement domestically, but before completion of the training required by the regulation, this pilot should not participate flight operation as an training qualified personnel;

(b) Whether the flight operation standard procedure and cockpit resource management reach the standard and quality of the aircraft type training program of this company or approved corresponding manual;

(c) Whether the qualification of the ground instructor, simulator instructor and flight evaluator are acceptable to the Administration.

Chapter 3 Approval of the Training Program

Section 1 General

The training program development of the flight training center are not mandatory, the training center may use the complete training program or partial curriculum of CCAR-121 air carrier or CCAR-135 air operator approved by the Administration, after approved by the POI, directly provide training service in accordance with the regulated terms. The other is to develop the flight training center training program or curriculum in accordance with the basic requirement of item 142.51 and item 142.52 of CCAR-142, after the approval of the flight training center POI, provide the training service.

1. Flight training center training program

If the flight training center develop it own training program, this program should generally include the following elements:

(1) Developed specially to a particular type of aircraft;

(2) The training program of a type of aircraft generally includes the basic training category of new employment, initial, transition, upgrade, recurrent and re-qualification training etc.

(3) The basic training generally includes the curriculum of ground training, simulator flight training, aircraft flight training emergency survival training, differential training and qualification evaluation etc.

(4) Each curriculum should be listed with the entry qualification, training contents, scheduled hours, and test and evaluation contents;

(5) The certification of the facility, flight simulation equipment used to complete the ground theory, flight training instruction test and evaluation of a particular curriculum, and the qualification of the instructor and evaluator.

(6) The formal approval of the Administration about the deviation and reduction of the training hours.

2. Core curriculum or specialty curriculum

The identical curriculum that provide training service to multi air carrier or operator, do not need to develop the training contents repeatedly. The flight training center may develop a core curriculum; the contents of core curriculum should be one or several curriculums that meet the requirement of this section 1. (3)

The specialty curriculum is developed to aim at the operation requirement of a particular air carrier or operator, for example, the ETOPS training of a particular air carrier's B-767 two engine aircraft, or Category II instrument approach landing training of a particular air carrier. The applicable scope of the specialty curriculum is

narrower; the principle of the development should comply with the detailed requirement of required training on the airmen's implementation of this operation in the particular section of civil aviation regulations or advisory circulars.

Section 2 Approval Process

The approval of the flight training center's training program, core curriculum or specialty curriculum should comply with the *Flight Operation Inspector's Handbook*, Volume 1, Chapter 4, Section 4, as described, the general processes of the five phases of the approval or qualification. Each phase, however, may be adjusted to accommodate existing circumstances. The training program or curriculum that has been approved, but has been found out having the conflict of the CCAR-142 after the using of a certain time, should be proceeded with applicable amendments by the flight training center, then re-apply for approval.

1. Preparation of the training program development.

In the early period of the flight training center preparation of the program or curriculum, the training center POI and the training center should reach the consistent understanding on the regulation and the requirement of the training by discussion, and have an agreement on how to develop the training program and curriculum. When developing the training program or the curriculum, the training center POI should be ready to provide advisories to the air carrier, and provide the advisories to the training center at any time. The participation of the administration in the early period is very important, because in the development of the training program, the advisory and guidance of the Administration could avoid the waste of the training center and Administration, also could avoid the training center submit a training program or curriculum which can not be approved by the Administration. However, the Administration POI should only provide the advisory or help, and avoid participating the actual development or substitutionary development actively.

2. Initial approval

Before the acquisition of the final approval of the training program or curriculum, the initial approval is an essential phase, the training center can implement the training in accordance with the initial approved training program or curriculum, and find out the deficiencies in time, and make a further amendment. When preparing the initial approval, the training center should not only submit the training program and curriculum to the Administration governing department, but also need to attach the initial application letter and the necessary supplemental material required by the POI, as applicable, the material may be:

(1) A description of training facility or the training facility ready to install or lease.

(2) A list of the ground, flight instructor and evaluator and their qualification.

(3) A detailed description for each of the flight simulation equipment's technical level.

(4) A detailed description of minimum training student qualifications and enrollment prerequisites is appropriate when such prerequisites are not described in detail in the curriculum. Examples of these prerequisites which may need to be detailed as supporting information include: type of airman certificate, aircraft type

ratings required to have, previous training programs used, minimum flight hours, experience with other Part 121 air carriers, and recency of experience.

(5) Copies of training forms and records to be used for recording student progress and the completion of training may be required.

(6) Supporting information may include samples of courseware, such as lesson plans and instructor guides, CBT instruction and line oriented flight training (LOFT) scenarios, should be in enough detail to provide an understanding of how the training will be administered and of the proposed instructional delivery method.

The flight training center POI must review the submitted training curriculum and supporting information for completeness, general content, and overall quality. If after initial inspection, the submission appears to be complete and of acceptable quality, or if the deficiencies are immediately brought to the operator's attention and can be quickly resolved, the POI may begin the in-depth inspection. If the submission is determined to be incomplete or obviously unacceptable, the approval process is terminated and the POI must immediately return the documents with an explanation of the deficiencies.

In the in-depth inspection phase, the training center POI should discuss the related inspection contents which are hard to determine or need to be clarified with the more professional department or personnel, such as the air carrier or the operator POI, the principal maintenance inspector, cabin safety inspector and the simulator evaluation group of the Administration etc.

The in-depth inspection of the initial approval contains:

(1) A side by side compliance examination of the training program or the curriculum outline with the appropriate CCAR-121, CCAR-135 regulations or requirement of the training program, the qualification of the crew member or other technical method must be performed.

(2) An inspection of the training method, such as the lesson plans, audiovisual programs, procedure training devices etc. to determine whether the training center developed training material or method is effective.

If the training center POI determines that the training program or curriculum development is satisfactory, and that the training hours are realistic, initial approval of the training center training program or curriculum should be granted in writing. However, if portion of the curriculum is not satisfactory, initial approval of this training program or curriculum must not be granted. For example, the flight training segment of the initial training of a captain of a certain type of aircraft is satisfactory but related ground training curriculum segment are unsatisfactory. In such case, it may be inappropriate to grant initial approval to the initial training flight training curriculum segment until the ground training curriculum segment is determined to be satisfactory.

3. Final approval

The start of training in accordance with the initially approved curriculum is regarded as the beginning of the final approval phase. This phase should provide the training center with adequate time to test the program or the curriculum and the flexibility to adjust the program. The training center POI must require an operator to

provide ongoing schedules of all training and checking to be accomplished under an initially approved training curriculum. The training center POI must closely monitor training conducted under initial approval. Whenever possible, one session of training conducted under initial approval should be monitored by the training center POI. An Administration inspector does not need to observe every training session. A sufficient sampling of the training sessions, however, should be observed as a basis for a realistic evaluation. Inspectors qualified in the type aircraft, and other individuals knowledgeable of the curriculum subject matter, should assist in evaluating the training.

Inspection of instructional delivery includes surveillance of instructor lectures, view and emulate of computer based instruction presentations, and in-flight instruction. After inspecting for a period of time, the inspector must determine that the instructional delivery is consistent with the courseware. For example, the inspector should note whether the instructor teaches the same topics specified in the lesson plan. Training aids and devices should function as intended during the instructional delivery. In addition, during training, the inspector should be sensitive to the type of questions being asked by students and should identify the reasons for any excessive repetition. These conditions may indicate ineffective instructional delivery or courseware. The inspector must also determine if the instructional environment is conducive to learning. Distractions which adversely affect instructional delivery, such as excessive temperatures, extraneous noises, poor lighting, cramped classrooms or workspaces, are deficiencies because they interfere with learning.

During training under initial approval, the Administration POI may request the training center management personnel participate in the evaluation of the training curriculum, and appropriately adjust training methods as needed. Adjustments can be made by changing courseware and instructional delivery without (or with only minor) revisions to the initially approved curriculum. Conversely, it may be necessary for the operator to substantially change the curriculum which may require another initial approval action by the POI before the changes can be put into effect. Depending on the actual condition, the POI may need to establish a different expiration date for the curriculum segment, or for the revised portions, to allow adequate time for a proper evaluation.

The decision of final approval can be made only after the training center POI has had a satisfactory conclusion on the full evaluation of the training program and curriculum.

The method of final approval can be adopted as signing on the Administration approval page of the training program, core curriculum or the specialty curriculum, signing on the Administration approval page of a particular curriculum which the POI decides to approve or signing on the reserved position for the Administration on each page.

Appendix A Definitions

Instructor: An instructor who satisfies the requirements of CCAR-142 item 61 and has the following additional qualifications:

- (1) Holds the required certificates and ratings;
- (2) Has completed the training center's prescribed instructor training program;
- (3) Has demonstrated to the POI himself or herself, or a designated evaluator, the ability to teach the designated curriculum;
- (4) Meets the requirements of CCAR-121 item 411, item 413 or CCAR-135 item 343, item 345, as applicable, when the individual is instructing for an air carrier or operator.
- (5) Has been authorized as an instructor, in writing, by the training center.
- (6) In the case of an individual instructing for an air carrier or operator, the individual's name must be listed by the air carrier as an instructor.

Training Program: The training program consists of curricula, courseware, facilities, flight training equipment, and personnel necessary to accomplish training objectives. It includes either core curriculum or specialty curriculum or both.

Courseware: Courseware is instructional material developed for each course or curriculum, including lesson plans, flight event descriptions, computer software programs, audiovisual programs, and aircraft operating manuals, workbooks, checklists, and handouts.

Core Curriculum: A Core curriculum is a training curriculum developed by the flight training center, that is unique to a specific type of aircraft, but not unique to a specific client, but if by revision, the addition or deletion make it comply with the contents of the aircraft type training program of a specific air carrier, after the core curriculum approved by the Administration, then becomes the aircraft type training program of the air carrier. The instruction contents, time and qualification standards should not be lower than the minimum standards of the pilot certification qualification of a certain type of aircraft required by the regulation.

Specialty Curriculum: A specialty curriculum is a training curriculum developed by the flight training center in accordance with the requirement of one or more training center clients, and is unique to these clients only. Examples include: aircraft special equipments, windshear flight training, long-range navigation, Category II/III instrument landing qualification training etc. The flight training center POI should perform the integrated evaluation on the specialty curriculum, which are finally approved by the air carrier's POI.

Curriculum Segment: A curriculum segment is a component of a curriculum, can be separately evaluated and approved. But completion of a curriculum segment itself can not qualify a person for a certificate or rating. Segment examples are: cockpit procedure training, flight simulator training periods, aircraft flight training or ground training.

Training Center Evaluator: An evaluator is a person who is authorized by the Administration to perform the duty under the control of the certificate holder. These evaluators perform the implementation of tests and checks that are authorized by the certificate holder's training specifications. An evaluator may conduct evaluations at

more than one training center, or each training center branch under the direct supervision of the training center management personnel.

Airplane Flight Simulator: A device that simulates an airplane and meets the following standards:

(1) Full-size replica of the cockpit of a specific type or make, model, and series of airplane.

(2) Includes the equipment and programs necessary to represent the airplane in ground and flight operations.

(3) Uses a force cuing system that provides cues at least equivalent to that of a 3 degrees-of-motion system.

(4) Has been evaluated and qualified for use as a flight simulator by CAAC simulator level evaluation group. Details about airplane flight simulator evaluation can be referred to the corresponding requirement of CCAR-60.

Rotorcraft Flight Simulator: A device that simulates a rotorcraft and meets the following standards:

(1) Full-size replica of the cockpit of a specific type or make, model, and series of rotorcraft.

(2) Includes the equipment and programs necessary to represent the rotorcraft in ground and flight operations.

(3) Uses a force cuing system that provides cues at least equivalent to that of a 3 degrees-of-motion system.

(4) Has been evaluated and qualified for use as a flight simulator by CAAC simulator level evaluation group. Details about rotorcraft flight simulator evaluation can be referred to the corresponding requirement of CCAR-60.

Flight Training Device: A device that meets the following requirements:

(1) Full-size replica of instruments, equipment, panels, and controls of an airplane or rotorcraft, or set of airplanes or rotorcraft, in an open flight deck area or in an enclosed cockpit. This may include the hardware and software installed for systems that are necessary to simulate the airplane or rotorcraft in ground and flight operations.

(2) Does not require a force (motion) cuing or visual system.

(3) Has been evaluated, qualified, and approved for use by the Administration.

Flight Training Equipment: As defined in the regulations, flight training equipment is flight simulator, flight training device, or aircraft.

Flight Training Center Branch: Flight training center branch is the training center located outside the location of the certificate holder, the training center branch will be described in the training specification. The certificate holder exercises operational control of the flight simulators or training facilities of the training center branch.

Appendix B Sample Flight Training Center Certificate

中国民用航空总局

GENERAL ADMINISTRATION OF CIVIL AVIATION OF CHINA

CCAR-142 部飞行训练中心合格证

FLIGHT TRAINING CENTER CERTIFICATE

编号/No. _____

名称 _____

Name of the center _____

地址 _____

Location of business _____

经审查，该飞行训练中心符合中国民用航空规章 CCAR - 142 部的要求，可以从事运行规范规定的以下训练：

Upon finding that the center complies with the requirements of China Civil Aviation Regulation – 142, the above center is adequate to accomplish operations specifications authorized training as following:

1. (填写运行规范 B 部分批准的项目)
- 2.
- 3.
- 4.
- 5.

本合格证除被放弃、暂停或吊销，将一直有效。

This certificate, unless cancelled, suspended, or revoked, shall continue in effect.

局长授权/Authorized by Minister of CAAC:

签字 (Signature) _____

颁发日期 (Date issued) _____ 年 (Y) _____ 月 (M) _____ 日 (D)

Appendix C Sample Core Curriculum

B737 TYPE RATING CORE CURRICULUM - (ABC FLIGHT TRAINING CENTER)

A. OVERVIEW

1. GENERAL

This course is in accordance with the CCAR-61, the regulation of Airline Transport Pilot certificate added type rating or on the current certificate added type rating, and will qualify the candidate for a B737 type rating on his or her certificate.

Training documentation produced by training in accordance with this curriculum will become permanent training records of an applicant. ABC flight training center will review the applicant's records, and determine what (if any) limitations are to be placed on the issuance of the Boeing B737 Type Rating. A summary will be presented to the Administration POI or evaluator as part of the training records for the evaluation of this core curriculum and what if any limitations are to be placed on the issuance of the Boeing B737 Type Rating.

While establishing the training hours, this curriculum identifies the elements of instruction, and takes into consideration the candidates experience level as an emphasized factor. The elements of instruction and the student's ability to progress to the standards as prescribed by the Administration are in the focal point of this curriculum. The curriculum outlines the training environment provided by use of the advanced simulator, and the training process maximizes the pilot's knowledge and ability in a safe and economical manner. Each student enrolled in this course will meet the minimum eligibility requirements specified in CCAR-61 subpart C and G.

2. PREREQUISITE FOR ENROLLMENT

The trainee shall hold a commercial pilot certificate with instrument rating, and the trainee shall meet the requirements of CCAR-61 item 61.27(f), 61.81, 61.185, or 61.187, as applicable. Training will be entirely in a Level C or Level D flight simulator subject to the following limitations:

- (1) Trainee shall hold a type rating for a turbojet airplane of the same class, or;
- (2) Trainee shall have at least 2,000 hours of actual flight time, of which 500 hours must be in turbine- powered airplanes of the same class as the rating sought; or;
- (3) Trainee shall have at least 500 hours of flight time in the same type airplane as the rating sought, or;
- (4) Trainee shall have at least 1,000 hours of flight time in at least two different airplanes requiring a type rating.

3. CURRICULUM OBJECTIVES

The primary objective is to provide the trainee with the knowledge and skills necessary to obtain a Boeing B737 Type Rating and ATP certificate as applicable.

4. CURRICULUM SEGMENTS

Curriculum Segments	Time Required
Home Study	40.0 Hours
Ground	65.0 Hours

Flight	25.0 Hours
Flight (Student not paired)	15.0 Hours

5. COMPLETION REQUIREMENTS

All students must satisfactorily complete all segments, and meet the curriculum objectives.

B. AIRCRAFT GROUND TRAINING CURRICULUM SEGMENT

1. GROUND TRAINING COURSE

The primary objective of aircraft ground training is to provide flight crewmembers with the necessary knowledge of understanding the functions of aircraft systems, the use of the individual system components, the integration of those aircraft systems, and pertinent operational procedures. Upon completion of specific ground training curriculum segments, the student will be sufficiently prepared to enter the flight training curriculum segment. Aircraft ground training is conducted by using the following media: classroom instruction, computer-based instruction, ground training devices, flight training devices (FTD), flight simulators, and static aircraft. The student will obtain the necessary aeronautical knowledge required for the airline transport pilot rating, and of the aircraft, equipment, performance, and limitations of the Boeing B737.

2. GROUND TRAINING COURSE COMPLETION STANDARDS

The student will demonstrate through a knowledge test and final written exam, scored 80% or better, that they have the knowledge necessary to pass an Administration knowledge test. Completion standards based on CCAR-61, and the Airline Transport Pilot and/or Type Rating, Practical Test Standards, on the Boeing B737 aircraft.

Phase 1--Aircraft Systems

Aircraft General Description

Air-conditioning/pressurization

Automatic Flight

Auxiliary Power Unit

Communication

Electrical Systems

Emergency Equipment

Fire/overheat Protection

Flight Controls

Flight Instrumentation

Fuel System

Hydraulic Power

Ice and Rain Protection

Landing Gear/Brakes

Navigation/Flight Management

Oxygen System

Pneumatics

Powerplant
Warning Systems
Phase 2--General Operational Subjects
Preflight Inspection
Weight and Balance
Aircraft Performance and Flight Planning
Aircraft Operating Manual
Administration-approved Flight Manual
Quick Reference Handbook
Adverse Weather Practices
Communication and Navigation Equipment
CRM (8 Hours)
High-altitude Physiology
Phase 3--Aircraft Systems Integration
Cockpit Familiarization and Flow Patterns
Use Of Checklist--Normal Operating Procedures
System Emergency Procedures
Emergency Training And Emergency Evacuation
3. AIRCRAFT GROUND TRAINING
A. AIRCRAFT SYSTEMS.
(1) Air-conditioning/Pressurization
-General Description
-Automatic Mode
-Standby Mode
-Manual AC
-Manual DC
-Air-conditioning Packs
-Ram Air System
-Equipment Cooling
-Limitations
-Controls and Indicators
(2) Automatic Flight
-General Description
-Operating Limitations
-Controls and Indicators
-CWS
-Auto Throttle
-Flight Director
-Electrical Power Loss
-Hydraulic Power Loss
-Yaw Damper
(3) Auxiliary Power Unit
-General Description
-Fire Protection

- APU Doors
- APU Fuel and Control system
- Controls and Indicators
- Automatic Shutdown
- Exterior Shutoff
- Operating Limitations
- (4) Communication
- General Description
- Controls and Indicators
- Audio Selector Panel
- PA
- Interphone/Ground call
- VHF
- Selcal/ACARS
- CVR
- Jump Seat
- Speakers and Headsets
- (5) Electrical Systems
- General Description
- System Concept
- Controls and Indicators
- AC power
- DC power
- Battery Power
- Fault protection
- Standby power
- Ground power
- Non-powered operations (fueling and fire protection)
- (6) Emergency Equipment
- Location and purpose of each item
- Oxygen Masks and Regulators
- Emergency Lights and Exits
- Emergency Evaluation Routes
- Cockpit Escape Rope
- Overwing Escape Tape
- Emergency Evacuation Devices
- Oxygen Bottles
- Protective Breathing Equipment (PBE)
- First Aid Kits
- Crash Ax
- Fire Extinguishers
- Escape Slides
- (7) Fire Protection
- Controls and Indicators

- System Description
 - Overheat and Fire Protection Panel/ Switches and Lights
 - APU Ground Panel
 - Wheel Well Fire Protection
 - Power Source for Detection and Protection
 - Engine Fire Extinguisher System
 - Extinguisher Bottle Location
 - APU Fire Handle in Wheel Well
 - Lavatory Fire Extinguishing System
 - Compartment Fire Classification A, B, C, D, & E
- (8) Flight Controls.
- General Description
 - Flight Controls Surfaces Locations
 - Roll Control
 - Pitch Control
 - Yaw control Controls and Indicators
 - High Lift Devices
 - Flight Control Panel
 - Rudder and Yaw
 - Stabilizer Trim Controls
 - Speedbrake Controls and Indications
 - Trailing Edge Flap Controls and Indications
 - Leading Edge Devices and Indications
 - Alternate Flap Extension
 - Limitations
- (9) Flight Instrumentation
- Controls and indicators
 - General
 - Air Data
 - Pitot-Static System
 - Total Air Temperature TAT
 - Flight Recorder
 - TCAS
 - Mach/Airspeed
 - Standby Airspeed
 - Altimeters
 - IVSI
 - Standby Attitude Indicator
 - Air Temp/TAS
- (10) Fuel System
- General Description
 - Fuel Types
 - Controls and Indicators
 - Fuel Control Panel

- Fuel Quantity Indicators
- External Fueling Panel
- General Description
- Fuel Pumps
- Fuel Pump
- Fuel Vent System
- Fuel Temperature
- APU Fuel Feed
- Fueling/Defueling/Ground Transfer
- Tank Capacity
- Limitations
- (11) Hydraulic Power
 - Controls and Indicators
 - Flight Control Panel
 - Hydraulic Power Distribution
 - Engine Driven Pumps
 - Electric Driven Pumps
 - A System
 - B System
 - Standby System
 - Hydraulic Fuses
 - Variation in Quantity Indications
- (12) Ice and Rain Protection
 - Controls and Indicators
 - Pneumatic Sources
 - Electric Sources
 - Window Heat
 - Pitot Heat
 - Rain Repellent and Windshield Wipers
 - Engine Anti-ice
 - Wing Anti-ice
 - Operating Limitations
- (13) Landing Gear/Brakes
 - General Description
 - Gear Indicators and Actuation
 - Gear Downlock Visual Indicators
 - Alternate Gear Extension
 - Nose Wheel Steering
 - Normal Brake
 - Alternate Brake
 - Brake Pressure Accumulator
 - Anti-Skid and Brake Control
 - Auto Brakes
 - Brake Energy Charts

- Tire Burst Protection
- (14) Navigation/Flight Management
 - General Description
 - Navigation Receiver System
 - Transponder
 - Weather Radar
 - TCAS Traffic Alert and Collision Avoidance System
 - Ground Proximity Warning System
 - RDMI
 - ADI
 - HIS
 - DME
 - Compass
 - Radio Altimeter
 - Marker Beacon
- (15) Pneumatics
 - Controls and Indicators
 - General Description
 - Bleed Air Sources
 - Wing-Body Overheat Ducts and Lights
 - Limitations
- (16) Powerplant
 - General Description
 - Powerplant Diagram
 - Engine Indicators
 - Engine Control
 - Engine Start Switches
 - Engine Fuel System
 - Engine Oil System
 - Engine Reverse
 - Ignition System
 - Engine Synchronizer
 - Operating Limitations
- (17) Warning Systems
 - Warning/Control Lights
 - Recall
 - Mach and Airspeed Warnings
 - Stall Warnings
 - GPWS
 - Takeoff Configuration Warnings
 - Landing Gear Configuration Warnings
 - TCAS

B. GENERAL OPERATIONAL SUBJECTS.

- (1) Preflight Inspection

- Cockpit Preparation
- Exterior Check (Walkaround Procedures)
- Interior Check
- Equipment
- (2) Weight and Balance
- Principles
- Methods Determination
- Passenger Loading
- Cargo Loading
- Fueling
- Trim Settings
- (3) Aircraft Performance and Flight Planning
- The use of charts, tables, tabulated data, and other related manual information
- Normal, Abnormal and Emergency Performance Problems
- Meteorological and weight limiting performance factors such as temperature, pressure, precipitation, contaminated runway and climb/runway limits.
- Inoperative equipment performance limiting factors, such as minimum equipment list (MEL), configuration deviation list (CDL), inoperative anti-skid.
- Special operational conditional, such as high altitude airports (takeoffs, landings and go-arounds) and drift-down requirements.
- Conditions of flight with conditions of asymmetrical thrust and drag.
- Determination and considerations of attempted flight at V_{mca} and V_{mcg} ;
- Critical engine determinations and maneuvering with critical engine inoperative.
- (4) Aircraft Operating Manual
- Airplane operating limitations
- Visual cues prior to and during descent below decision height (DH) or minimum descent altitude (MDA)
- (5) FAA-Approved Flight Manual
- Applicability and Description of the AFM
- Limitations Section
- Emergency Procedures Section
- Normal Procedures Section
- Abnormal Procedures Section
- General Performance Section
- Appendixes
- (6) Quick Reference Handbook (Boeing)
- Philosophy and Use
- Preamble
- Boxed Items
- Dashed Items
- Underlines Items
- (7) Adverse Weather Practices
- Icing and Deicing
- Turbulence

- Heavy Precipitation
- Thunderstorms and Associated Windshear and Microburst Phenomena
- Low Visibility
- Contaminated Runways
- Windshear Avoidance

*This training will be conducted with an actual aircraft when available. An approved audio visual presentation may be substituted for the actual aircraft.

(8) Communication and Navigation Equipment

- ATC Clearance requirements
- SID Requirements
- STAR Requirements
- En route Requirements
- Approach and Landing Requirements

(9) Crew Resource Management

- Crew Concepts
- Communication Process
- Decisions
- Error Chain
- Building and Maintenance of a Flight Team
- Workload Management
- Conflict Management
- Stress Management
- Situation Awareness
- Behavior Styles
- Hazardous Thought Processes

C. SYSTEMS INTEGRATION TRAINING

(1) Cockpit Familiarization.

- Activation of aircraft systems controls and switches
- Normal, abnormal, and emergency switches
- Warning and caution lights and annunciation panel
- Pilot's Panel
- Center Panel
- Copilot's Panel
- Center Pedestal
- Overhead Panel
- Circuit Breaker Panel

(2) Use of the Checklist-Normal Operating Procedures

- Before Starting Engines
- Before Taxi
- Taxi
- Before Takeoff
- Climb
- Descent/In-range
- Before Landing-Final

- After Landing
- Securing
- (3) System Abnormal Procedures
 - Abnormal Checklists
 - Challenge/Response
 - CRM
- (4) System Emergency Procedures
 - Emergency Checklists
 - Challenge/Response
 - CRM
- (5) Emergency Training and Emergency Evacuation
 - Preparing for and Emergency landing
 - Emergency Exit Operation
 - Escape Slide Operation
 - Overwing Exit Removal
 - Emergency Evacuation
 - Emergency Drills
 - Emergency Equipment
- (6) High-altitude Physiology
 - Respiration
 - Effects, Symptoms, and cause of hypoxia and any high-altitude sickness
 - Duration of consciousness without supplemental oxygen
 - Cause and effects of gas expansion and gas bubble formation
 - Preventive measures for eliminating gas expansion, gas bubble formation, and high-altitude sickness
 - Physical phenomena and incidents of decompression
 - Any other physiological aspects of high-altitude flight

C. AIRCRAFT FLIGHT TRAINING CURRICULUM SEGMENT

1. FLIGHT TRAINING OBJECTIVES.

Flight training refers to the conduct of training events in a flight simulator or an FTD in accordance with ABC flight training center's approved training curriculum. Flight training may be conducted using a combination of a flight simulator and FTD. In certain instances, flight training may be conducted entirely in a level C or level D flight simulator. In any case, the primary objective of flight training is to provide flight crewmembers with the skills and knowledge necessary to perform to a desired standard. This is accomplished by the demonstration, instruction, and practice of maneuvers and procedures (training events) pertinent to a particular aircraft and crewmember duty position. The successful completion of flight training is validated at ABC flight training center by appropriate testing and checking.

Flight Training credit is accumulated by the trainee crewmembers whenever they occupy their respective duty positions during flight simulator training.

More detailed lesson plans will be prepared for each lesson based on the plan elements of instruction in this curriculum. The lessons may be adjusted consistent with the specific simulator utilized for training. A more detailed lesson guide is

published in the Instructor's Manual for this course. The instructor will adjust the areas of emphasis during the proficiency phase to take into consideration varying levels of individual student performance. No student will have finished this course of instruction, nor will the student be recommended for the evaluation phase unless a consistent and satisfactory level of performance is demonstrated on all flight maneuvers outlined in the Airline Transport Pilot and/or Type rating Practical Test Standards.

CURRICULUM SEGMENT OUTLINE

A. Flight Simulator Module #1:

-Normal and abnormal maneuvers and procedures

B. Flight Simulator Module #2:

-Normal and abnormal maneuvers and procedures

-Emergency maneuvers and procedures

C. Flight Simulator Module #3:

-Normal and abnormal maneuvers and procedures

-Emergency maneuvers and procedures

D. Flight Simulator Module #4:

-Normal and abnormal maneuvers and procedures

-Emergency maneuvers and procedures

E. Flight Simulator Module #5:

-Normal and abnormal maneuvers and procedures

-Emergency maneuvers and procedures

F. Flight Simulator Module #6:

-Line-oriented flight training (LOFT)

G. Flight Simulator Module #7:

-Evaluation (practical test)

3. SIMULATOR PERIOD 1.

A. OBJECTIVE: During this lesson, the instructor will review the performance problem and maneuvers that will be covered in the simulator for this period. Items marked are introduced in this lesson. Italicized items are introduced in a later lesson. Unmarked and non-italicized items the student should be able to demonstrate proficiency.

B. METHODS AND MATERIALS: A level C or level D simulator appropriately qualified and approved by the Administration for the requirements of CCAR-61.

1. Normal Operations.

Cockpit Setup

Pre-Start

Taxi

Normal takeoff

Area Departure

Steep Turns

Clean Stall

Departure Stall

Landing Stall

Use of Auto-Pilot and Flight Director

Normal Descent

Area Arrival

ILS I (2 engine)

Missed Approach

Visual Approach

Landing

Engine Shutdown

Parking Checklist

2. Abnormal System Operations.

Start Malfunctions

CSD High Oil Temp

Feel Differential Pressure

Filter Icing

C. COMPLETION STANDARDS: The student will have successfully completed the lesson when, by a knowledge test and flying ability, the student displays a working knowledge of the items marked above.

3. SIMULATOR PERIOD 2.

A. OBJECTIVE: During this lesson, the instructor will review the performance problem and maneuvers that will be covered in the simulator for this period. Items marked are introduced in this lesson.

B. METHODS AND MATERIALS: A level C or level D simulator appropriately qualified and approved by the Administration for the requirements of CCAR-61.

1. Maneuvers.

Engine Starts

Low Visibility Takeoff

Rejected Takeoff

Area Departure

Specific Flight Characteristics

Climb to FL 350

Rapid Depressurization

Emergency Descent

VOR Approach

Manual Reversion Flight and Landing

Zero Flap Landing

ILS-Flight Director and Raw Data

ADF Approach

Landing

Taxi & Parking

Shutdown

2. Abnormal System Procedures.

B HYD Pump Overheat

Loss A System Quantity

Loss B System Pressure

Packs Malfunction
Wing Body Overheat
Manual Gear Extension
Alternate Flaps Extension
3. Emergency System Procedures.
APU Fire
Engine Relight procedures
Rapid Depressurization
Runaway Stabilizer
Manual Reversion

C. COMPLETION STANDARDS: The student will have successfully completed the lesson when, by a knowledge test and flying ability, the student displays a working knowledge of the items marked above.

4. SIMULATOR PERIOD 3.

A. OBJECTIVE: During this lesson, the instructor will review the performance problem and maneuvers that will be covered in the simulator for this period. The student should be able to demonstrate proficiency in almost all the items listed below.

B. METHODS AND MATERIALS: A level C or level D simulator appropriately qualified and approved by the Administration for the requirements of CCAR-61.

1. Maneuvers.
Rejected Takeoff
Normal takeoff
Icing Conditions
Cross Wind Takeoff
Radio Failure
Smoke Removal
Area Arrival and Holding
Asymmetrical Thrust and Drag
Ground Proximity Warning
Two Engine Missed Approach
Single Engine Landing
Circle Approach
Landing
Taxi-in & Parking
Shut Down
2. Abnormal System Procedures.
System Malfunctions
Asymmetrical Flaps
Radio Failure
Engine Failure Determination
Determination of Vmca and Vmccg
3. Emergency System Procedures.
Engine Failure on Takeoff
Engine Shutdown

Engine Fire/Overheat

Wheel Well Fire

Smoke in Cockpit

Emergency Evacuation

Completion required for removal of centerline thrust limitation (if applicable)

C. COMPLETION STANDARDS: The student will have successfully completed the lesson when, by a knowledge test and flying ability, he or she displays a working knowledge and proficiency in most of items listed above. Any items the instructor does not find an adequate level of proficiency will be emphasized on the next lesson.

5. SIMULATOR PERIOD 4.

A. OBJECTIVE: During this lesson, the instructor will review the performance problem and maneuvers that will be covered in the simulator for this period. The student should be able to demonstrate proficiency in all items listed below.

B. METHODS AND MATERIALS: A level C or level D simulator appropriately qualified and approved by the Administration for the requirements of CCAR-61.

1. Maneuvers.

Taxi

Rejected Takeoff

Normal Takeoff

Icing Conditions

Cross Wind Take Off

Area Departure

Stalls, Steep Turns

Emergency Descent

Area Arrival & Holding

Single Engine Approaches

ILS

Localizer & Back Course

VOR Approach

ADF Approach

Circling Approach

Missed Approach

Two Engine Missed Approach

Cross Wind Landing

Rejected Landing

Single Engine Landing

Ground Proximity Warning System

Taxi-in & Parking

Shutdown

2. Abnormal System Procedures.

Start Malfunctions

Engine Relight

Asymmetrical Flaps

No Flap Landing

3. Emergency System Procedures.

Engine Failure on Take Off

Engine Shutdown

Engine Fire/Overheat

Wheel Well Fire

APU Fire

Rapid Depressurization

Emergency Descent

Electrical Smoke and/or Fire

Runaway Stabilizer

Emergency Evaluation

C. COMPLETION STANDARDS: The student will have successfully completed the lesson when, by knowledge test and flying ability, the student displays proficiency in all of the items.

6. SIMULATOR PERIOD 5.

A. OBJECTIVE: During this lesson, the instructor will review the performance problem and maneuvers that will be covered in the simulator for this period. The instructor will create a lesson plan around the students past performance to insure emphasis is placed on the students weakest areas in preparation for the practical test. The student should be able to demonstrate proficiency in all items.

B. METHODS AND MATERIALS: A level C or level D simulator appropriately qualified and approved by the Administration for the requirements of CCAR-61.

1. Maneuvers.

Taxi

Rejected Takeoff

Normal Takeoff

Cross Wind Take Off

Area Departure

Stalls, Steep Turns

Emergency Descent

Area Arrival & Holding

Single Engine Approaches

Visual Approach

ILS

Localizer or Back Course

VOR Approach

ADF Approach

Circling Approach

Missed Approach

Two Engine Missed Approach

Touch and Go

Cross Wind Landing

Single Engine Landing

Ground Proximity Warning System

Taxi-in & Parking
2. Abnormal System Procedures.
Start Malfunctions
Asymmetrical Flaps
No Flaps Landing
3. Emergency System Procedures.
Engine Failure on Takeoff
Engine Shutdown
Engine Fire/Overheat
Wheel Well Fire
APU Fire
Rapid Depressurization
Emergency Descent
Manual Reversion Landing
Engine Relight Procedure
Electrical Smoke and/or Fire
Runaway Stabilizer
Emergency Evacuation

C. COMPLETION STANDARDS: The student will have successfully completed the lesson when, by knowledge test and flight performance, he or she displays proficiency in all of the items above. The instructor will recommend the student for the practical test in accordance with CCAR-61.

7. SIMULATOR PERIOD 6 LOFT

A. OBJECTIVE: B-737 LOFT provides training that facilitates the transition from flight simulator training to operational flying. Scenarios are designed to represent typical flight segments. The LOFT is instructional in nature; therefore when it is essential to do so, instructors may momentarily interrupt a scenario for instructional purposes. LOFT requires a complete crew, when two applicants are paired together both will receive 4:00 hours credit for the LOFT. If the applicant is being trained alone, only the PAC time will be credited. In the pre-brief, the instructor will review the performance problem and the element of the LOFT. During the LOFT, the first two hours will consist of a normal flight, and the second two hours will have an abnormal portion.

B. METHODS AND MATERIALS: A level C or level D simulator appropriately qualified and approved by the Administration for the requirements of CCAR-61.

Leg #1-Normal Flight
Briefing
Cockpit Setup
Checklists
Taxi
Normal takeoff in Icing Conditions
Cross Wind Take Off
Area Departure

Cruise
Area Arrival & Holding
ILS
Cross Wind Landing
Landing
Taxi-In & Parking
Transit Shutdown
Leg #2-Abnormal Flight
Briefing
Transit Cockpit Setup
Takeoff
Climb
Area Departure
Cruise
Abnormal Operation
(One of the following)
-Pressurization Problem
-Failed AC Bus
-Potential Hot Start
-Adverse Weather Conditions
-Last Minute Runway Change
-Passenger Medical Problem
-Air Ground Safety Switch
Area Arrival & Holding
ILS
Landing
Taxi-In & Parking
Debriefing (Including CRM)

C. COMPLETION STANDARDS: The student will have successfully completed the lesson when, the student demonstrated, the student has a working knowledge of the items above in a simulated line operational environment.

8. SIMULATOR PERIOD 7. Evaluation In Accordance With the PTS

A. OBJECTIVE: Administration practical test in accordance with CCAR-61 and the Airline Transport Pilot and/or B-737 Type Rating Practical Test Standards.

B. METHODS AND MATERIALS: A Level C or level D simulator appropriately qualified and approved by the FAA for the requirements of CCAR-61.

- (1) Preflight Preparation
 - Equipment Examination
 - Performance and Limitations
- (2) Preflight Procedures
 - Preflight Inspection
- (3) Ground Operations
 - Powerplant Start
 - Taxiing

- Pre Takeoff Checks
- (4) Takeoff and Departure Maneuvers
 - Normal and Crosswind Takeoff
 - Instrument Takeoff
 - Powerplant Failure During Takeoff
 - Rejected Takeoff
 - Instrument Departure
- (5) In-flight Maneuvers
 - Steep Turns
 - Approaches to Stalls
 - Powerplant Failure
 - Specific Flight Characteristics
- (6) Instrument Procedures
 - Instrument Arrival
 - Holding
 - Precision Instrument Approaches
 - Non-Precision Instrument Approaches
 - Circling Approach
 - Missed Approach
- (7) Landing and Approaches to Landings
 - Normal and Crosswind Approaches and Landings
 - Landing from a Precision Approach
 - Approach and Landing with a Two Powerplant Failures
 - Landing from a Circling Approach
 - Rejected Landing
 - Landing from a Zero or Nonstandard Flap Approach
- (8) Normal and Abnormal Procedures
- (9) Emergency Procedures
- (10) Post-flight Procedures
 - After Landing
 - Parking and Securing

C. COMPLETION STANDARDS: The student successfully demonstrating performance of the tasks as directed by the examining official. Successful completion will be passing a simulator evaluation under CCAR-61, and the issuance of a Type Rating in the B-737.

Table 1: Practical Test Table

Practical Test Standards Reference	Cross	Curriculum Segment	Module #
Equipment Knowledge:			
Equipment Examination		Ground	All
Performance & Limitations		Ground	All

Preflight Procedures:		
Preflight Inspection	Ground	18
Ground Operations:	Flight	All
Powerplant Start	Flight	All
Taxiing		
Pre-takeoff Checks	Flight	All
Takeoff & Departure Maneuvers:		
Normal & Crosswind Takeoff	Flight	All
Instrument Takeoff	Flight	All
Power Failure During Takeoff	Flight	3, 4, 5, 7
Rejected Takeoff	Flight	3, 4, 5, 7
Instrument Departure	Flight	All
In-flight Departure Maneuvers:		
Steep Turns	Flight	1, 4, 5, 7
Approaches To Stalls	Flight	1, 4, 5, 7
Powerplant Failure	Flight	2, 3, 4, 5, 7
Specific Flight Characteristics	Flight	2, 5, 7
Instrument Procedures:		
Instrument Arrivals	Flight	All
Holding	Flight	3, 5, 7
Precision Instrument Approaches	Flight	All
Non-Precision Instrument Approaches	Flight	2, 3, 4, 5, 7
Circling Approach	Flight	3, 4, 5, 7
Missed Approach	Flight	1, 3, 4, 5, 7
Landing/Approaches To Landing:		
Normal/Crosswind App./Landings	Flight	All
Landing From A Precision Approach	Flight	2, 3, 4, 5, 7
Approach/Landing With Simulated	Flight	3, 4, 5, 7
Powerplant Failure		
Landing From a Circling Approach	Flight	3, 7
Rejected Landing	Flight	4, 7
Landing From A Zero or Nonstandard	Flight	2, 7
Flap Approach		
Abnormal Procedures	Flight	All
Emergency Procedures	Flight	2, 3, 4, 5, 7
Post-Flight Procedures:		
After Landing	Flight	All
Parking and Securing	Flight	All

Appendix D Sample Flight Training Center Operations Specification

CCAR - 142 OPERATION SPECIFICATION

Part A - General

A001. Issuance, Name, Applicability and Effective Date

A002. Training Center Branch

A003. Exemptions and Deviations

A001. Issuance, Name, Applicability and Effective Date

a. These operation specifications are issued to: _____

Located at: _____

Zip Code: _____

Voice Telephone Number: _____

Facsimile Telephone Number: _____

E-mail Address: _____

Mailing Address: _____

b. The holder of these operation specifications' Operation Certificate Number is _____. These operation specifications authorize the certificate holder implement the training and evaluation in accordance with China Civil Aviation Regulation Part 121 and Part 135, and the required training and evaluation to obtain and maintain the aircraft type rating and the required training to obtain the Airline Transport Pilot Certificate in accordance with China Civil Aviation Regulation Part 61. The certificate holder shall conduct all trainings and evaluations in accordance with the specific authorizations, limitations, and the procedures in these operation specifications, and all appropriate Parts of the China Civil Aviation Regulations.

c. Except as provided in item d of this section, the flight training center certificate is continuous in effect.

d. The flight training center certificate issued to the flight training center located in the special administrative region of Hong Kong and Macao or out side the boundary or the equivalent documentation, the effective period is 24 months.

1. Issued by the General Administration of Civil Aviation of China.

2. These Operations Specifications are approved by direction of the General Administration of Civil Aviation of China.

Principal Operations Inspector [*Signature*]:

3. Date Approval is effective: yyyy/mm/dd Amendment Number:

4. The Certificate Holder accept and receive the Operations Specifications in this paragraph.

Signature of certificate holder representative: Duty: Date: yyyy/mm/dd

A002. Training Center Branch

The certificate holder is authorized the training center branch, and the address as below:

Name of training center branch: _____

Province, City and Street Address: _____

Zip Code: _____

Voice Telephone Number: _____

Facsimile Telephone Number: _____

E-mail Address: _____

1. Issued by the General Administration of Civil Aviation of China.

2. These Operations Specifications are approved by direction of the General Administration of Civil Aviation of China.

Principal Operations Inspector [*Signature*]:

3. Date Approval is effective: yyyy/mm/dd Amendment Number:

4. The Certificate Holder accept and receive the Operations Specifications in this paragraph.

Signature of certificate holder representative: Duty: Date: yyyy/mm/dd

A003. Exemptions and Deviations

The certificate holder is authorized to conduct trainings, evaluations and pilot certifications in accordance with the provisions, conditions, and limitations set forth in the following exemptions and deviations, the exemptions and deviations are issued in accordance with China Civil Aviation Regulations.

a. Exemptions

Exemption Number	Exemption Item	Remarks

b. Deviations

Deviation Number	Deviation Item	Remarks

1. Issued by the General Administration of Civil Aviation of China.

2. These Operations Specifications are approved by direction of the General Administration of Civil Aviation of China.

Principal Operations Inspector *[Signature]*:

3. Date Approval is effective: yyyy/mm/dd

Amendment Number:

4. The Certificate Holder accept and receive the Operations Specifications in this paragraph.

Signature of certificate holder representative: Duty: Date: yyyy/mm/dd

Part B –Authorized Training Curriculum

B001. CCAR-121、 135 Public Air Carrier Specified Particular Aircraft Type Training;

B002. Authorized Type Rating Training and Evaluation Conducted in accordance with CCAR-61;

B003. Authorized Airline Transport Pilot Certificate and Training;

B004. Authorized other Special Type of Training

B001. CCAR-121、135 Public Air Carrier Specified Particular Aircraft Type Training;

a. Authorized initial training, transition training, upgrade training and differential training;

Aircraft Type	Authorized Training			
	Initial	Transition	Upgrade	Differential

b. Authorized recurrent, re-qualification and proficiency check;

Aircraft Type	Authorized Training		
	Recurrent	Re-qualification	Proficiency Check

1. Issued by the General Administration of Civil Aviation of China.

2. These Operations Specifications are approved by direction of the General Administration of Civil Aviation of China.

Principal Operations Inspector [*Signature*]:

3. Date Approval is effective: yyyy/mm/dd Amendment Number:

4. The Certificate Holder accept and receive the Operations Specifications in this paragraph.

Signature of certificate holder representative: Duty: Date: yyyy/mm/dd

B002. Authorized Type Rating Training and Evaluation Conducted in accordance with CCAR-61;

Aircraft Type	Type Rating Training	Type Rating Check

1. Issued by the General Administration of Civil Aviation of China.

2. These Operations Specifications are approved by direction of the General Administration of Civil Aviation of China.

Principal Operations Inspector *[Signature]*:

3. Date Approval is effective: yyyy/mm/dd Amendment Number:

4. The Certificate Holder accept and receive the Operations Specifications in this paragraph.

Signature of certificate holder representative: Duty: Date: yyyy/mm/dd

B003 Authorized Airline Transport Pilot Certificate and Training;

Aircraft Type	Authorized Training		
	Ground Training	Simulator Training	Aircraft Flight Training

-
-
1. Issued by the General Administration of Civil Aviation of China.
 2. These Operations Specifications are approved by direction of the General Administration of Civil Aviation of China.

Principal Operations Inspector *[Signature]*:

3. Date Approval is effective: yyyy/mm/dd Amendment Number:

4. The Certificate Holder accept and receive the Operations Specifications in this paragraph.

Signature of certificate holder representative: Duty: Date: yyyy/mm/dd

B004. Authorized other Special Type of Training

Aircraft Type	Authorized Training				
	ETOPS	RNP/RNAV	RVSM	Polar Operation	CAT II/III Operation

Note : If other type of training exists, other form may be developed.

1. Issued by the General Administration of Civil Aviation of China.

2. These Operations Specifications are approved by direction of the General Administration of Civil Aviation of China.

Principal Operations Inspector *[Signature]*:

3. Date Approval is effective: yyyy/mm/dd

Amendment Number:

4. The Certificate Holder accept and receive the Operations Specifications in this paragraph.

Signature of certificate holder representative: Duty: Date: yyyy/mm/dd

Part C - Personnel

C001. Management Personnel

C002. Designated Operations Specification Application and Acceptance Personnel

C003. Evaluators

C004. Instructor

C005. Reserved Item - Other Personnel

C001. Management Personnel

The certificate holder is authorized to use the personnel at the following duty position listed below:

Duty Position	Name	TEL/FAX	E-mail Address
Flight Training Center Manager:			
Director of Training:			
Director of Standards:			

1. Issued by the General Administration of Civil Aviation of China.

2. These Operations Specifications are approved by direction of the General Administration of Civil Aviation of China.

Principal Operations Inspector *[Signature]*:

3. Date Approval is effective: yyyy/mm/dd Amendment Number:

4. The Certificate Holder accept and receive the Operations Specifications in this paragraph.

Signature of certificate holder representative: Duty: Date: yyyy/mm/dd

C002. Designated Operations Specification Application and Acceptance Personnel

a. The following personnel are designated to represent the certificate holder to apply for and accept operations specification:

Duty Position	Name	Parts Authorized
Flight Training Center Manager		A , C , D , E
Director of Training		A , B , C , D , E , F
Director of Standards		A , B , C , D , E , F

Designated personnel listed above should implement the management as his or her authorized scope.

1. Issued by the General Administration of Civil Aviation of China.

2. These Operations Specifications are approved by direction of the General Administration of Civil Aviation of China.

Principal Operations Inspector [*Signature*]:

3. Date Approval is effective: yyyy/mm/dd Amendment Number:

4. The Certificate Holder accept and receive the Operations Specifications in this paragraph.

Signature of certificate holder representative: Duty: Date: yyyy/mm/dd

C003. Flight Training Center Evaluator

Authorize the following personnel as the evaluator of the certificate holder:

Name	Pilot License Number	Aircraft	Flight Simulator	Flight Training Device	Part 61	Part 121	Part 135	Remarks

1. Issued by the General Administration of Civil Aviation of China.

2. These Operations Specifications are approved by direction of the General Administration of Civil Aviation of China.

Principal Operations Inspector [*Signature*]:

3. Date Approval is effective: yyyy/mm/dd Amendment Number:

4. The Certificate Holder accept and receive the Operations Specifications in this paragraph.

Signature of certificate holder representative: Duty: Date: yyyy/mm/dd

C004. Instructor Employed by Certificate Holder.

Instructors include ground instructor, flight training device instructor, flight simulator instructor and aircraft flight instructor.

a. Authorize the following personnel as the ground and flight training device instructor of the certificate holder:

Name	Pilot License Number	Training Aircraft	Part 61	Part 121	Part 135	Remarks

b. Authorize the following personnel as the flight simulator instructor of the certificate holder:

Name	Pilot License Number	Training Aircraft	Part 61	Part 121	Part 135	Remarks

b. Authorize the following personnel as the aircraft flight instructor of the certificate holder:

Name	Pilot License Number	Training Aircraft	Part 61	Part 121	Part 135	Remarks

1. Issued by the General Administration of Civil Aviation of China.

2. These Operations Specifications are approved by direction of the General Administration of Civil Aviation of China.

Principal Operations Inspector *[Signature]*:

3. Date Approval is effective: yyyy/mm/dd Amendment Number:

4. The Certificate Holder accept and receive the Operations Specifications in this paragraph.

Signature of certificate holder representative: Duty: Date: yyyy/mm/dd

Part D – Flight Training Equipment

D001. Aircraft

D002. Flight Simulator

D003. Flight Training Device

D4 - D12. Reserved

D001. Aircraft

The certificate holder is authorized to conduct the training, testing and checking in the following aircrafts:

Aircraft Make/Model/Series	Registration Number	Owned or Leased

b. The above aircrafts shall comply with the following requirements in conducting the training, testing and checking:

(1) Certificate holder shall ensure all aircraft listed in these operations specifications comply with the airworthiness and operations of China Civil Aviation Regulations.

(2) Certificate holder shall ensure all equipments' condition of aircraft listed in these operations specifications are able to conduct all maneuvers and procedures required by the training program.

1. Issued by the General Administration of Civil Aviation of China.

2. These Operations Specifications are approved by direction of the General Administration of Civil Aviation of China.

Principal Operations Inspector *[Signature]*:

3. Date Approval is effective: yyyy/mm/dd Amendment Number:

4. The Certificate Holder accept and receive the Operations Specifications in this paragraph.

Signature of certificate holder representative: Duty: Date: yyyy/mm/dd

D002. Flight Simulator

a. The certificate holder is authorized to conduct the training, testing and checking in the following flight simulators:

Aircraft Make/Model/Series	Flight Simulator Level	CAAC Identification Number	Remarks

b. The above aircrafts shall comply with the qualification and continuous supervision and inspection requirements required by China Civil Aviation Regulations in conducting the training, testing and checking:

1. Issued by the General Administration of Civil Aviation of China.

2. These Operations Specifications are approved by direction of the General Administration of Civil Aviation of China.

Principal Operations Inspector [*Signature*]:

3. Date Approval is effective: yyyy/mm/dd Amendment Number:

4. The Certificate Holder accept and receive the Operations Specifications in this paragraph.

Signature of certificate holder representative: Duty: Date: yyyy/mm/dd

D003. Flight Training Device

a. The certificate holder is authorized to conduct the training, testing and checking in the following flight training devices:

Aircraft Make/Model/Series	Qualification Level	CAAC Identification Number	Remarks

b. The above aircrafts shall comply with the qualification and continuous supervision and inspection requirements required by China Civil Aviation Regulations in conducting the training, testing and checking:

1. Issued by the General Administration of Civil Aviation of China.

2. These Operations Specifications are approved by direction of the General Administration of Civil Aviation of China.

Principal Operations Inspector [*Signature*]:

3. Date Approval is effective: yyyy/mm/dd Amendment Number:

4. The Certificate Holder accept and receive the Operations Specifications in this paragraph.

Signature of certificate holder representative: Duty: Date: yyyy/mm/dd

Part E - Recordkeeping

E1. Recordkeeping Locations and Recordkeeping Principal

E2. Flight Training Center shall keep the Following Records:

E3. Keeping System

E4.-E12. Reserved

E001. Recordkeeping Locations and Recordkeeping Principal

a. Records shall be kept at the following location:

Name of Training Center: _____

Province, City and Street Address: _____

Zip Code: _____

Voice Telephone Number: _____

Facsimile Telephone Number: _____

E-mail Address: _____

b. Recordkeeping Principal is:

Name of Recordkeeping Principal: _____

Province, City and Street Address: _____

Zip Code: _____

Voice Telephone Number: _____

Facsimile Telephone Number: _____

E-mail Address: _____

[Note: Records of the flight training equipments and training records of students, instructors and evaluators may be kept at a same location, or may be kept at different locations separately. If they are kept at different locations, the certificate holder shall list all keeping locations and keeping principals separately.]

1. Issued by the General Administration of Civil Aviation of China.

2. These Operations Specifications are approved by direction of the General Administration of Civil Aviation of China.

Principal Operations Inspector [*Signature*]:

3. Date Approval is effective: yyyy/mm/dd Amendment Number:

4. The Certificate Holder accept and receive the Operations Specifications in this paragraph.

Signature of certificate holder representative: Duty: Date: yyyy/mm/dd

E002. Flight Training Center shall keep the Following Records:

Aircraft Maintenance and Airworthiness Inspection Records;

Flight Simulator and Flight Training Device Qualification Records and Maintenance Records;

Students Training, Testing and Checking Records;

Instructors, Evaluators Training and Qualification Maintaining Records.

1. Issued by the General Administration of Civil Aviation of China.

2. These Operations Specifications are approved by direction of the General Administration of Civil Aviation of China.

Principal Operations Inspector [*Signature*]:

3. Date Approval is effective: yyyy/mm/dd Amendment Number:

4. The Certificate Holder accept and receive the Operations Specifications in this paragraph.

Signature of certificate holder representative: Duty: Date: yyyy/mm/dd

E003. Keeping System

a. The certificate holder is authorized to use an automatic recordkeeping system to keep the records.

b. The certificate holder is authorized to use a manual recordkeeping system to keep the records, Issued by General Administration of Civil Aviation of China.

1. Issued by the General Administration of Civil Aviation of China.

2. These Operations Specifications are approved by direction of the General Administration of Civil Aviation of China.

Principal Operations Inspector [*Signature*]:

3. Date Approval is effective: yyyy/mm/dd Amendment Number:

4. The Certificate Holder accept and receive the Operations Specifications in this paragraph.

Signature of certificate holder representative: Duty: Date: yyyy/mm/dd
