Examination part A（night flight）

Course Objectives：Pilots should demonstrate model specification B777 flight procedures, good handling skills and proficiency to deal with some typical special situations. Assessment unit crew resource management (CRM) capabilities and integrated flight quality. IOSA requirements according to the order of test subjects were randomly determined by the inspector

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Key lesson：A：aborted take off

B：wind shear，TCAS Confliction.

C：single engine overweight landing

D：engine failure after V1、Emergency descent、PFC failure

Route ZGGG-ZBAA flight number CZ 3101

Departure ZGGG Destination ZBAA
RWY02L YIN-06D RWY36R

Departure ALTN ZGSZ Destination ALTN ZBTJ

Performance parameters

GR WT 196，000 KGS FLAPS 15

FUEL 28，000 KGS

ZFE 168，000KGS

RESERVES 7，600 KGS

CRZ ALT 371，000’

COST INDEX 100

CG 28%

SLOPE 0

EO ACCEL HT 1，000’

ACCEL HT 2300’

TER REDUCTION HT 1，000’

Weather

METAR ZGGG 072230Z 02004MPS 3000 BR 11/00 Q1017 NOSIG=
TAF ZGGG 072230Z 080009 36007MPS 4000 BR NSC
METAR ZBAA 072230Z 28002MPS 3000 BR SKC M06/M11 Q1023 NOSIG=

TAF ZBAA 072245Z 080009 35004MPS 3000 BR NSC BECMG 0102 18004MPS 6000=
METAR ZGSZ 072230Z 34006MPS 3000 BR SKC 10/01 Q1016 NOSIC=
TAR ZGSZ 072230Z 080009 31007MPS 4000 BR NSC=
METAR ZBTJ 072230Z 17001MPS 1000 R34/P1500 BR SKC M02/03 Q1022 NOSIC=
TAR ZBTJ 072230Z 072106 23003MPS 1600 BR NSC BECMG 0103 3500

ATC clearance:

CZ3101 cleared to ZBAA via plan route, runway 02L，YIN-06D Departure，Departure frequency 119.6 cursing level 11300 meters，squawk 3101.

Note： all examination subjects should undertake Combination with the reality situation, Strictly adhere training menu. Achieve the requirement of the Training programs. According to the situation of rational use of

airborne equipment, give full play to the role of CRM. According to the requirement of IOSA, the Sequence of the examination subjects will be decided by the Inspector.

Pre flight	
Reference/index	
Normal procedures	FCOM 1.1, tech Ch2
Start	**Reference/index**
Aborted engine start procedure	FCOM 1.1, tech Ch2
Taxi & take off	**Reference/index**
Normal procedures	FCOM 1.1 tech Ch2/3
Aborted take off	FCOM tech Ch3 QRH Man
Wind shear after take off (reset)	FCOM tech Ch7 QRH Man
Climb	**Reference/index**
Normal procedures	FCOM 1.1, tech Ch3/4
TCAS Confliction Set cursing level 11300m	FCOM tech Ch7 QRH MAN
Cruise	**Reference/index**
Normal procedures	FCOM 1.1
Fault message：CABIN ALTITUDE	FCOM 1.3., tech Ch7 QRH2
Return to ZGGG	

Fault message：Primary FLIGHT COMPUTER QRH 9

Descend	Reference/index
Normal procedures	FCOM 1.1, tech Ch4

Approach & landing	Reference/index
Normal procedures	FCOM 1.1, tech Ch5/6
F/D OFF ILS RW02R，full stop	FCOM tech Ch5/6
Engine severs damage after V1 (TAC OFF), Go around at MDH followed by visual approach	FCOM 1.3, tech Ch7/8 QRH7
Set ZSSS rwy 36R RW36R VOR approach，lost visual below MDA Go around, vmc landing max crosswind visual approach (ILS)	FCOM tech Ch5/6
RW36R LOC ONLY APPROACH RW18L CIRCLE TO LAND	FCOM tech Ch5/6
MAX take off weigh： FIRE ENG R(unable extinguish)，RW36R ILS Overweight landing Emergency evacuation	FCOM 1.3, tech Ch6/7/8 QRH 0/8

Taxi in & shut down	Reference/index
Normal procedures	FCOM 1.1

Examination part B

Course Objectives：Pilots should demonstrate model specification B777 flight procedures, good handling skills and proficiency to deal with some typical special situations. Assessment unit crew resource management (CRM) capabilities and integrated flight quality. IOSA requirements according to the order of test subjects were randomly determined by the inspector

Key lesson： A: Wind shear

B: TCAS conflict
C: Non-ILS approach, the limit crosswind landing / through the clouds.
D: V1 after engine failure, engine air start.

Route ZGGG-ZBAA Flight number CZ 3101

Departure	ZGGG RWY02L YIN-06D	Destination	ZBAA RWY36R
Departure ALTN: ZGSZ		Destination ALTN	ZBTJ

Performance parameters

GR WT 196，000 KGS	FLAPS 15
FUEL 28，000 KGS	CG 28%
ZFE 168，000KGS	RWY WIND 02004MPS

RESERVES 7，600 KGS

CRZ ALT 371，000’

COST INDEX 75

SLOPE 0

EO ACCEL HT 1，000’

ACCEL HT 2300’

THR REDUCTION HT 1，000’

Weather

METAR ZGGG 072230Z 02004MPS 3000 BR 11/00 Q1017 NOSIG=

TAF ZGGG 072230Z 080009 36007MPS 4000 BR NSC

METAR ZBAA 072230Z 28002MPS 3000 BR SKC M06/M11 Q1023 NOSIG=
TAF ZBAA 072245Z 080009 35004MPS 3000 BR NSC BECMG 0102 18004MPS 6000=

METAR ZGSZ 072230Z 34006MPS 3000 BR SKC 10/01 Q1016 NOSIC=
TAR ZGSZ 072230Z 080009 31007MPS 4000 BR NSC=
METAR ZBTJ 072230Z 17001MPS 1000 R34/P1500 BR SKC M02/03 Q1022 NOSIC=
TAR ZBTJ 072230Z 072106 23003MPS 1600 BR NSC BECMG 0103 3500

Clearance

CZ3101 Cleared to the Beijing airport, RW 02R, YIN9W departure, departure frequency 119.6, CRZ 11,300meters squawk 3101.

Notes： all examination subjects should undertake Combination with the reality situation, Strictly adhere training menu. Achieve the requirement of the Training programs. According to the situation of rational use of airborne equipment, give full play to the role of CRM. According to the requirement of IOSA, the Sequence of the examination subjects will be decided by the Inspector.

Pre-flight

Normal procedures FCOM 1.1, Technical Ch2

Engine starts	Reference / index
Normal procedures	FCOM 1.1, Technic Ch2

Taxi and take-off	Reference / index
Normal procedures	FCOM 1.1, Technic Ch2

Climb	Reference / index
Normal procedures	FCOM 1.1, Technical Ch3/4
TCAS conflict	FCOM Technical Ch7 QRH MAN
Instructor set the cruising altitude 11300m	

Cruise	Reference / index
Normal procedures	FCOM 1.1
50nm after YIN：R engine flame-out restart successfully (How to determine the engine can be restarted)	FCOM 1.3, Technical Ch4/7/8 QRH7
Fault message：FIRE CARGO AFT Return to ZGGG	FCOM 1.3 QRH 8

DESEND	Reference /

index

Normal procedures FCOM 1.1, Technical Ch4

Fault message：HYD PRESS SYS L+C FCOM 1.3., Technical Ch7 QRH13

Approach and landing Reference / index

Normal procedures FCOM 1.1, Technical Ch5/6

F/D off ILS RW02R，FULL STOP FCOM Technical Ch5/6

Reset for R/W 36

RW36 VOR approach，touch and go FCOM Technical Ch5/6

ILS approach，wind shear at 300FT final ,go around FCOM Technical Ch7 QRH MAN

Vmc landing

After V1 L ENG fail, ILS approach FULL STOP FCOM 1.3, Technical Ch7/8 QRH7

MAX crosswind landing / ILS approach FCOM Technical Ch5/6

Engine fire after V1 (TAC OFF), decision height
Go around followed by vmc landing FCOM 1.3, Technical Ch7/8 QRH8

Training performance：

Trainee NO.1 as PF		Comments			
Subject	Problems	Excellent	Good	Fare	Fail
1、preparation and query					
2、Normal procedure					
3、Nonormal procedure					
4、Execution of supplement procedure					
5、critical situation capability					
6、None ILS approach procedure					
7、ILS approach procedure					
8、Instrument flight capability					
9、Low level flight capability					
10、Single engine handling capability					
11、CRM					
Trainee NO.1 as PM		**Comments**			
Subject	**Problems**	**Excellent**	**Good**	**Fare**	**Fail**
1、Usage of checklist					
2、Usage of cud					
3、Co-pilot on the control					
4、Standard call-out					

Trainee NO.2 as PF		Comments			
Subject	Problems	Excellent	Good	Fare	Fail
1、Preparation and query					
2、Normal procedure					
3、Nonormal procedure					
4、Execution of supplement procedure					

5 、 critical situation capability					
6、None ILS approach procedure					
7 、 ILS approach procedure					
8 、 Instrument flight capability					
9 、 Low level flight capability					
10 、 Single engine handling capability					
11、CRM					
Trainee NO.2 as PM		Comments			
Subject	Problems	Excellent	Good	Fare	Fail
1、Usage of CHECKLIST					
2、Usage of CDU					
3、Co-pilot on the control					
4、Standard call-out					

Over all performance of the crew		Comments			
Subject	Problems	Excellent	Good	Fare	Fail
1、 Overall airmanship					
2、Crew partnership					
3、Workload distribute					
4 、 Execution of normal procedures					
5 、 Execution of abnormal procedures					
6、Precision flying					
7、Usage of FMCs					
8、Usage of AFDS					
9 、 Rationality of equipment usage					
10、Compliance with operating rules					
11、Understanding of aircraft performance and play					
12 、 IFR / VFR procedures, methods, standards					
13、Subject progress					

Overall :