



## **NATIONAL TRANSPORTATION SAFETY BOARD**

Office of Aviation Safety  
Washington, D.C. 20594

February 2, 2015

### **Attachment 3 – Crew Training Records**

# **OPERATIONAL FACTORS**

**DCA13MA081**

**NATIONAL**<sup>®</sup>



**Brad Hasler**

**Captain**

**B-747-400**

**CC COPY**

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**National Airlines** Citadel II Building, 5955 T.G. Lee Boulevard, Suite 200, Orlando, Florida 32822  
Tel: + 407 315 3171 Fax: + 407 315 2255 [www.nationalairlines.aero](http://www.nationalairlines.aero)

OFFICES: United States - Orchard Park, New York • Herndon, Virginia  
Europe - Frankfurt and Amsterdam, Germany • Middle East - Dubai, United Arab Emirates • Asia Pacific - Kuala Lumpur, Malaysia

# Brad E. Hasler

## Objective

Obtain a position as a DC 8 Check Airman.

## Education

B.S. – Aviation Management, December 2001  
Eastern Michigan University, Ypsilanti MI

## Qualifications

- Airline Transport Pilot – Airplane Single Engine and Multi-engine Land Instrument Airplane
- Flight Instructor – Airplane Single Engine Instrument Airplane
- DC-8 Type Rating
- Part 121 current and qualified including MNPS and EFIS
- Operated in North America, Central America, South America, Europe, Africa, and Asia including Russia
- Operated charters for the US Military in Iraq, Afghanistan, Turkmenistan, Bahrain, Georgia, Kuwait, Jordan, UAE, Oman, Pakistan, and Qatar
- Experience in the North Atlantic, NOPAC, CEPAC, and CENPAC

<i>Flight Time</i>	5000+ Total Time	3700+ PIC
	2800+ Turbo Jet DC8	1600+ Turbo Jet PIC DC8
	1500+ Flight Instructor	200+ EFIS

## Experience

- Apr 04 – Present      *Captain*, National Airlines, Ypsilanti MI
- Experience flying world wide
- May 02 – Apr 04      *Flight Instructor*, Jackson Community College, Jackson MI
- Instruct private, instrument, and commercial students
  - Teach commercial ground school

## Skills

Current and qualified for a Part 121 air carrier; Current and qualified on the North Atlantic; Experience flying in all parts of the world

UNITED STATES OF AMERICA  
Department of Transportation  
Federal Aviation Administration

**MEDICAL CERTIFICATE FIRST CLASS**

This certifies that (Full name and address):

**BRAD ERIC HASLER**

Date of Birth	Height	Weight	Hair	Eyes	Sex
	71	205	BLOND	BLUE	M

has met the medical standards prescribed in part 67, Federal Aviation Regulations, for this class of Medical Certificate.

Limitations  
Must wear corrective lenses.

Date of Examination: 05/24/2012  
Examiner's Designation No.: 15061

Examiner Signature: [Redacted]  
Typed Name: BERNARD ALPER, DO


AIRMAN'S SIGNATURE: [Redacted]

Applicant ID: 1998040903  
Control No.: 200005589435

COPY





Serial Number RR00019433	Grant Date 05-19-2004	Expiration Date	File Number 0001740306	Print Date 05-19-2004	Effective Date 05-19-2004
Date of Birth	FCC Registration Number (FRN) 0010807352	THIS LICENSE IS NOT TRANSFERABLE. SPECIAL CONDITIONS/ENDORSEMENTS. NONE			
HASLER, BRAD E BRAD HASLER		 (licensee's signature)			
Restricted Radiotelephone Operator Permit		FOLD			
.C 605-FRC		April 2002		FEDERAL COMMUNICATIONS COMMISSION	



RE COPY



## TRANSITION GROUND TRAINING COMPLETION RECORD

Students Name (Last, First, MI): Hasler, Brad E	Emp # 10070	Training For: <input checked="" type="checkbox"/> CAPT <input type="checkbox"/> FO <input type="checkbox"/> FE
Training Location: KYIP - NAL - Suite 210 / Bay 8	Aircraft Type: <input type="checkbox"/> DC8 <input checked="" type="checkbox"/> B747 <input type="checkbox"/> B757	Category of Training: <input checked="" type="checkbox"/> Transition

COURSE DESCRIPTION	Hrs Req'd	Hrs Comp	Date	Test Score	INSTRUCTOR NAME
<b>BASIC INDOCTRINATION</b> 121.415	<b>14.0</b>	14.5	5/14/2012	95%	Webb / Bodoh
Operator Specific		1.5	5/11/2012		Webb
Drugs & Alcohol		0.5	5/14/2012		Dawkins
Ethics		1.0	5/14/2012		Dawkins
Airman Specific		3.5	5/14/2012		Webb / Bodoh
<b>GENERAL SUBJECTS</b> 121.419					
Safety	1	1.0	5/11/2012	----	Webb
Security	1.0	1.0	5/14/2012		Schmidt
Hazardous Materials (HAZMAT)	4.0	4.0	5/14/2012	90%	Webb
Cockpit Resource Management (CRM)	2	2.0	5/11/2012		Webb

AIRCRAFT SYSTEMS 121.419	Hrs Req'd	Hrs Comp	Date	Test Score	INSTRUCTOR NAME
Classroom Training	56.0	57.5	5/23/2012	97%	Berg / Coleman / Tyndall
Systems Integration Training (SIT / FTD/CPT)	20.0	24.0	06/03/12		Sutherland
Other:					

EMERGENCY TRAINING 14 CFR 121.417	Hrs Req'd	Hrs Comp	Date	Test Score	INSTRUCTOR NAME
Emergency Situations (Classroom)	4.0	4.0	5/18/2012	----	Berg / Coleman
Emergency Drills	4.0	4.0	5/18/2012		Berg / Coleman

LINE QUALIFICATION TRAINING	Hrs Req'd	Hrs Comp	Date	Test Score	INSTRUCTOR NAME
<b>International Flight Operations &amp; RVSM</b>	<b>8</b>	8.0	5/24/2012		Webb
Includes Long Range Navigation (LRN)			5/24/2012		Webb
Includes Flight Planning & Plotting			5/24/2012		Webb / Brim
Includes LRN Navigation Systems			5/24/2012		Webb

**REMARKS:**  
2 additional hours of CRM received during SIT 1-6 with Sutherland 05/28 - 06/03/2012.

**I certify the Initial training above has been completed in accordance with the approved National Airlines program**

Director of Training and Standards Name Coleman, Darrell B	Signature 
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## B747-400 SIT / FFS SIMULATOR TRAINING RECORD

Pilot Name (Last, First, MI) Wastler, Brad E	Employee Number 10070	Aircraft Type B-747-400	Training for Position <input checked="" type="checkbox"/> Captain <input type="checkbox"/> FO
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TYPE OF TRAINING:  INITIAL  UPGRADE  TRANSITION  OTHER: \_\_\_\_\_

COLUMN IDENTIFIERS: S - System Integration Training Sessions (SIT) F - Full Flight Simulator Sessions (FFS)  
GRADING: S = SATISFACTORY I = INCOMPLETE U = UNSATISFACTORY P = PROFICIENT (No more training required)

General Items	S1	S2	S3	S4	S5	S6	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11
Normal Procedures / Panel Flow Proficiency	S	S	S	S	S	S	S	S	S	P	S	S	P	P	P		
Briefings, PF/ PM Duties, Callouts, CRM	S	S	S	S	S	S	S	S	S	S	S	S	P	P	P		
FMS-CDU Proficiency	S	S	S	S	S	S	S	S	S	S	S	S	S	P	P		
MCP Proficiency / Use of Automation	S	S	S	S	S		S	S	S	S	S	S	P	P	P		
Use of Checklists / QRH / Recall Items	S	S	S	S	S	S	S	S	S	S	S	S	P	P	P		
Judgment / Situational Awareness	S	S	S	S	S	S	S	S	S	S	S	S	S	P	P		
Start, Taxi, Takeoff / Climb	S1	S2	S3	S4	S5	S6	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11
Cockpit Preflight / Initial Setup	S	S	S	S	S	S	S	S	S	S	S	S	P	P	P		
Engine Start and Taxi Procedures	S	S	S	S	S	S	S	S	S	S	S	S	S	P	P		
Start Malfunctions			S	S	S			S						P	P		
Manual / GND Pneumatic / X- Bleed Start			S					S						P			
Cold Weather Procedures			S	S	S			S	S	P	S	S		P			
Low Visibility Taxi								S		P	S	S		P			
Takeoff: LNAV / VNAV (NADP1 / NADP2)		S	S	S	S		S	S	S	S	S	S	P	P	P		
Takeoff - HDG SEL	S						S	S		S				P			
Auto / Manual Throttles	S	S	S	S	S		S	S	S	S	S	S	S	P	P		
Crosswind Takeoff: 10 / 20 / 30kts							S	S	S	S	S	S	S	P	P		
Instrument Takeoff: RVR 500' (150m)								S	S	S	S	S	S	P	P		
Crosswind on Takeoff: <V1, >V1, >V2													P	P			
Rejected Takeoff: High and Low Speed										S	P	P	P	P	P		
Rejected Takeoff: Right Seat PF, CA Reject														P	P		
Engine Failure After V1: MLGW / MTOGW									S	S	S	P	P	P	P		
TO / Climb / Cruise Management	S	S	S	S	S		S	S	S	S	P		P	P	P		
In Flight / Maneuvers	S1	S2	S3	S4	S5	S6	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11
Steep Turns							S					P		P	P		
Approach to Stalls : Takeoff / Departure							S			P			S	P	P		
: Clean							S					P					
: High Altitude									S					P			
: Landing							S							P	P		
Upset Recovery							S							P			
Turns with and without Speed Brakes extended							S							P			
FMS-CDU - Route Modifications	S	S	S	S	S	S	S	S	S	S	S	P	S	P	P		
TCAS Event (RA)								S							P		
CFIT / GPWS Event									S								
Stabilizer Trim Unscheduled										S							
Cargo Fire				S									S	P			
IAS Disagree or Airspeed / Mach Unreliable								S									
Fuel Jettison					S						P						
EFIS / EICAS / ECP / CRT Failure		S		S										P			
FMC Failure: Single and Dual																	
Bleed Air			S											P			
Air Conditioning / Pressurization			S						S								
Rapid Decompression / Emergency Descent									S								
Equipment Cooling Failure				S													
Wheel Well Fire												P					



## B747-400 SIT / FFS SIMULATOR TRAINING RECORD

Student Name (Last, First, MI) asler, Brad E	Employee Number 10070	Training for Position <input checked="" type="checkbox"/> Captain <input type="checkbox"/> FO	Page 2 of 4 Pages														
COLUMN IDENTIFIERS: S - System Integration Training Sessions (SIT)    F - Full Flight Simulator Sessions (FFS) GRADING: S = SATISFACTORY    I = INCOMPLETE    U = UNSATISFACTORY    P = PROFICIENT (No more training required)																	
<b>In Flight / Maneuvers (Cont'd.)</b>	S1	S2	S3	S4	S5	S6	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11
Hydraulic System Loss ( Single / Dual)					S				S		P			-			
Generator Fail: Single / All / Standby Power		S							S			S		P	P		
Engine Fail / In Flight Start (Single / Multiple)				S					S	P	P	S	S	P	P		
Engine Fire / Severe Damage / Separation											S	S	S	P	P		
Reverser Unlocked								S						P			
<b>Descent / Approach</b>	S1	S2	S3	S4	S5	S6	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11
Descent - LNAV / VNAV		S	S	S	S		S	S	S	S	S	S	S	P	P		
Descent - HDG SEL / FLCH	S	S	S	S	S		S	S	S	S	S	S	S	P	P		
FMS-CDU Descent / Approach / Holding	S	S	S	S	S	S	S	S	S	S	S	S	P	P	P		
Jammed Stabilizer Landing										P				-			
Flap Control / Flaps Drive		S								P				-	P		
Alternate Landing Gear Operation					S				S		S			P			
Windshear: Final Approach												P		-			
<b>Precision / NP / Visual Approach</b>	S1	S2	S3	S4	S5	S6	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11
Manual ILS: MAP (4 and 3 engines)									S		S		P	P	P		
Manual ILS: Land (4,3 and 2 engines)							S	S	S	S	S	P	P	P	P		
AutoLand ILS MAP (4 and 3 engines)								S				S		P	P		
AutoLand ILS Land (4 and 3 engines)	S	P	S	S	P			S		S				P	P		
Non Precision Approach: Autopilot / Manual				S	S			S	S	S		P	P	P	P		
Auto / Manual Throttles	S	S	S	S	S		S	S	S	S	S	S	S	P	P		
CAT II / III		S		S				S	S					-	P		
LDA / PRM								S						-			
RNAV Approach					S			S	S				P	P	P		
LOC Approach									S			S		P			
VOR Approach									S	S		P	P	-	P		
NDB Approach									S	S	P			-			
Normal / X-Wind Landings							S	S	S	S	S	S	P	P	P		
Missed Approach / Rejected Landing				S	S			S	S		S	S	S	P	P		
Visual Approach							S	S	S	S	S	S	P	P	P		
3 Engine Approach and Landing										S	S			P			
2 Engine Approach and Landing											S	S	S	P	P		
2 Engine Go-Around												S		P			
Overweight Landing													P	P			
Use of Reverse Thrust / Brakes / Auto Brakes	S	S	S	S	S		S	S	S	S	S	S	P	P	P		
<b>Taxi in and Parking</b>	S1	S2	S3	S4	S5	S6	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11
After Landing / Parking/ Shutdown	S	S	S	S	S	S	S	S	S	S	S	S	S	P	P		
Brake Temp / Hot Brakes			S									P		P			
APU Fire					S					P				-			
Evacuation					S					P				P			
<b>Certification Events</b>	S1	S2	S3	S4	S5	S6	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11
Right Seat Competency (PIC)																	P
FAA PIC Type Rating																	P
FAA SIC Type Rating																	
CAT II / III, PRM (training)								S									
L.O.F.T.																	P



## B747-400 SIT / FFS SIMULATOR TRAINING RECORD

### ADDITIONAL TRAINING

This page to be used only if the student requires additional training.

General Items	A1	A2	A3	A4
Normal Procedures / Panel Flow Proficiency	-	-	-	-
Briefings, PF/ PM Duties, Callouts, CRM	-	-	-	-
FMS-CDU Proficiency	-	-	-	-
MCP Proficiency / Use of Automation	-	-	-	-
Use of Checklists / QRH / Recall Items	-	-	-	-
Right Seat Competency (PIC)	-	-	-	-
<b>Start, Taxi, Takeoff / Climb</b>	<b>A1</b>	<b>A2</b>	<b>A3</b>	<b>A4</b>
Cockpit Preflight / Initial Setup	-	-	-	-
Engine Start and Taxi Procedures	-	-	-	-
Start Malfunctions	-	-	-	-
Manual / GND Pneumatic / X- Bleed Start	-	-	-	-
Cold Weather Procedures	-	-	-	-
Low Visibility Taxi	-	-	-	-
Takeoff: LNAV / VNAV (NADP1 / NADP2)	-	-	-	-
Takeoff - HDG SEL	-	-	-	-
Auto / Manual Throttles	-	-	-	-
Crosswind Takeoff: 10 / 20 / 30kts	-	-	-	-
Instrument Takeoff: RVR 500' (150m)	-	-	-	-
Windshear on Takeoff: <V1, >V1, >V2	-	-	-	-
Rejected Takeoff: High and Low Speed	-	-	-	-
Rejected Takeoff: Right Seat PF, CA Reject	-	-	-	-
Eng Failure After V1: MLGW / MTOGW	-	-	-	-
TO / Climb / Cruise Management	-	-	-	-
<b>In Flight / Maneuvers</b>	<b>A1</b>	<b>A2</b>	<b>A3</b>	<b>A4</b>
Steep Turns	-	-	-	-
Approach to Stalls : Takeoff / Departure	-	-	-	-
: Clean	-	-	-	-
: High Altitude	-	-	-	-
: Landing	-	-	-	-
Upset Recovery	-	-	-	-
Turns with/without Speed Brakes extended	-	-	-	-
FMS-CDU - Route Modifications	-	-	-	-
TCAS Event (RA)	-	-	-	-
CFIT / GPWS Event	-	-	-	-
Stabilizer Trim Unscheduled	-	-	-	-
Cargo Fire	-	-	-	-
IAS Disagree or Airspeed / Mach Unreliable	-	-	-	-
Fuel Jetlison	-	-	-	-
EFIS / EICAS / ECP / CRT Failure	-	-	-	-
FMC Failure: Single and Dual	-	-	-	-

In Flight / Maneuvers (Cont'd.)	A1	A2	A3	A4
Hydraulic System Loss ( Single / Dual)	-	-	-	-
Generator Fail: Single / All / Standby Power	-	-	-	-
Engine Fail / In Flight Start (Single / Multiple)	-	-	-	-
Engine Fire / Severe Damage / Separation	-	-	-	-
Reverser Unlocked	-	-	-	-
<b>Descent / Approach</b>	<b>A1</b>	<b>A2</b>	<b>A3</b>	<b>A4</b>
Descent - LNAV / VNAV	-	-	-	-
Descent - HDG SEL / FLCH	-	-	-	-
FMS-CDU Descent / Approach / Holding	-	-	-	-
Jammed Stabilizer Landing	-	-	-	-
Flap Control / Flaps Drive	-	-	-	-
Alternate Landing Gear Operation	-	-	-	-
Windshear: Final Approach	-	-	-	-
<b>Precision / NP / Visual Approach</b>	<b>A1</b>	<b>A2</b>	<b>A3</b>	<b>A4</b>
Manual ILS: MAP (4 and 3 engines)	-	-	-	-
Manual ILS: Land (4,3 and 2 engines)	-	-	-	-
AutoLand ILS MAP (4 and 3 engines)	-	-	-	-
AutoLand ILS Land (4 and 3 engines)	-	-	-	-
Non Precision Approach: Autopilot / Manual	-	-	-	-
Auto / Manual Throttles	-	-	-	-
CAT II / III	-	-	-	-
LDA / PRM	-	-	-	-
RNAV Approach	-	-	-	-
LOC Approach	-	-	-	-
VOR Approach	-	-	-	-
NDB Approach	-	-	-	-
Normal / X-Wind Landings	-	-	-	-
Missed Approach / Rejected Landing	-	-	-	-
Visual Approach	-	-	-	-
3 Engine Approach and Landing	-	-	-	-
2 Engine Approach and Landing	-	-	-	-
2 Engine Go-Around	-	-	-	-
Overweight Landing	-	-	-	-
Use of Reverse Thrust / Brakes / Auto Brakes	-	-	-	-
<b>Taxi In and Parking</b>	<b>A1</b>	<b>A2</b>	<b>A3</b>	<b>A4</b>
After Landing / Parking/ Shutdown	-	-	-	-
Brake Temp / Hot Brakes	-	-	-	-
APU Fire	-	-	-	-
Evacuation	-	-	-	-

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## B747-400 SIT / FFS SIMULATOR TRAINING RECORD

Student Name (Last, First, MI) Asler, Brad E	Employee Number 10070	Training for Position <input checked="" type="checkbox"/> Captain <input type="checkbox"/> FO	Page 4 of 4 Pages
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Recommended for PC: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO – Needs more training	Date 6/13/2012
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Additional Instructor Comments about areas/systems that need more training

Recommending Instructor Name (Print) Anthony J. Tyndall, Jr.	Recommending Instructor Signature <i>A. Tyndall</i>
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### INSTRUCTOR CERTIFICATION

Instructor signature certifies the training was administered on the date shown on page 1

Period	Date	Instructor Name (Print)	Instructor Signature	Emp #	Sim Loc	Sim #
S1.	5/28/2012	Reid Sutherland	<i>RT</i>	10453	KYIP	FAA ID 1234
S2.	5/29/2012	Reid Sutherland	[Redacted]	10453	KYIP	FAA ID 1234
S3.	5/30/2012	Reid Sutherland	[Redacted]	10453	KYIP	FAA ID 1234
S4.	5/31/2012	Reid Sutherland	[Redacted]	10453	KYIP	FAA ID 1234
S5.	6/2/2012	Reid Sutherland	[Redacted]	10453	KYIP	FAA ID 1234
S6.	6/3/2012	Reid Sutherland	[Redacted]	10453	KYIP	FAA ID 1234
F1.	6/4/2012	Reid Sutherland	[Redacted]	10453	KYIP	FAA ID 1234
F2.	6/5/2012	Thomas Berg	[Redacted]	10466	KYIP	FAA ID 1234
F3.	6/6/2012	Reid Sutherland	[Redacted]	10453	KYIP	FAA ID 1234
F4.	6/7/2012	Thomas Berg	[Redacted]	10466	KYIP	FAA ID 1234
F5.	6/8/2012	Thomas Berg	[Redacted]	10466	KYIP	FAA ID 1234
F6.	6/9/2012	Thomas Berg	[Redacted]	10466	KYIP	FAA 1234
F7.	6/11/2012	Anthony Tyndall	[Redacted]	10236	KYIP	FAA ID 1234
F8.	6/12/2012	Anthony Tyndall	[Redacted]	10236	KYIP	FAA ID 1234
F9.	6/13/2012	Anthony Tyndall	[Redacted]	10236	KYIP	FAA ID 1234
F10.	6/12/2012	SEAN ASH	<i>Se</i>	NA	Dentk	FAA ID 589
F11.	6/12/2012	SEAN ASH	<i>Se</i>	NA	Dentk	FAA ID 589
A1.						
A2.						
A3.						
A4.						

#### DIRECTOR of TRAINING AND STANDARDS CERTIFICATION

I certify this training was completed as indicated and in accordance with the approved National program

Printed Name: <i>Puejar, Adam</i>	Signature: <i>[Redacted]</i>
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# INSTRUCTOR COMMENTS

This is page 1 of 5 pages

Student Name (Last, First MI) Hasler, Brad E		Emp # 10070	CATEGORY OF TRAINING <input checked="" type="checkbox"/> INITIAL <input type="checkbox"/> RECURRENT <input type="checkbox"/> UPGRADE <input type="checkbox"/> REQUALIFICATION	
Training for Position	<input type="checkbox"/> DC8 CAPT <input checked="" type="checkbox"/> B757 CAPT <input checked="" type="checkbox"/> B747 CAPT <input type="checkbox"/> FLIGHT ATTENDANT <input type="checkbox"/> FLIGHT FOLLOWER	<input type="checkbox"/> DC8 FO <input type="checkbox"/> B757 FO <input type="checkbox"/> B747 FO	<input type="checkbox"/> DC8 FE	<input type="checkbox"/> DC8 INSTRUCTOR <input type="checkbox"/> B757 INSTRUCTOR <input type="checkbox"/> B747 INSTRUCTOR <input type="checkbox"/> FLIGHT ATTENDANT SUPERVISOR <input type="checkbox"/> FLIGHT FOLLOWER SUPERVISOR

Period # FBS 1	Date: 5/28/2012	Block Time : 4.0	Location / Simulator #: KYIP FAA ID 1234	Student Initials SBH
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments Came to FBS 1 fully prepared, Emphasis on FMA calls, briefing the glass. Flow patterns are almost proficient, which shows evidence of a lot of preparation for the training.			
Instructor / Chk Amn Name (Last, First MI): Sutherland, Reid L		Signature: [Redacted]		Emp # 10453

Period # FBS 2	Date: 5/29/2012	Block Time : 4.00	Location / Simulator #: KYIP FAA ID 1234	Student Initials BH
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments Improved FMA calls and glass briefings. Emphasis on cockpit setups and continued improvement in mode awareness.			
Instructor / Chk Amn Name (Last, First MI): Sutherland, Reid L		Signature: [Redacted]		Emp # 10453

Period # FBS 3	Date: 5/30/2012	Block Time : 4.0	Location / Simulator #: KYIP FAA ID 1234	Student Initials BH
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments Good progress in all areas commented on above. Cockpit setups and briefings are now very good. Continue working to adapt to the EFIS flight deck from the older generation A/C.			
Instructor / Chk Amn Name (Last, First MI): Sutherland, Reid L		Signature: [Redacted]		Emp # 10453

Period # FBS 4	Date: 5/31/2012	Block Time : 4.0	Location / Simulator #: KYIP FAA ID 1234	Student Initials BH
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments Concentrated on cockpit setups for quick returns to land. Command skills and CRM are good. Continued emphasis on the processes in the two man cockpit and adapting to the 'glass'.			
Instructor / Chk Amn Name (Last, First MI): Sutherland, Reid L		Signature: [Redacted]		Emp # 10453

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# INSTRUCTOR COMMENTS

This is page 2 of 5 pages

Student Name (Last, First MI) Hasler, Brad E		Emp # 10070	CATEGORY OF TRAINING <input checked="" type="checkbox"/> INITIAL <input type="checkbox"/> RECURRENT <input type="checkbox"/> UPGRADE <input type="checkbox"/> REQUALIFICATION	
Training for Position	<input type="checkbox"/> DC8 CAPT <input type="checkbox"/> B757 CAPT <input checked="" type="checkbox"/> B747 CAPT <input type="checkbox"/> FLIGHT ATTENDANT <input type="checkbox"/> FLIGHT FOLLOWER	<input type="checkbox"/> DC8 FO <input type="checkbox"/> B757 FO <input type="checkbox"/> B747 FO	<input type="checkbox"/> DC8 FE <input type="checkbox"/> DC8 INSTRUCTOR <input type="checkbox"/> B757 INSTRUCTOR <input type="checkbox"/> B747 INSTRUCTOR <input type="checkbox"/> FLIGHT ATTENDANT SUPERVISOR <input type="checkbox"/> FLIGHT FOLLOWER SUPERVISOR	
Period # FBS 5	Date: 6/2/2012	Block Time: 4.0	Location / Simulator #: KYIP FAA ID 1234	Student Initials S
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments Getting more comfortable with the glass / EFIS cockpit displays. There are no problems or areas of weakness at this stage in the training.			
Instructor / Chk Amn Name (Last, First MI): Sutherland, Reid L		Signature: [Redacted]		Emp # 10453
Period # FBS 6	Date: 6/3/2012	Block Time: 4.00	Location / Simulator #: KYIP FAA ID 1234	Student Initials [Redacted]
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments All FBS sessions completed. Evidence throughout of good preparation and good command skills and CRM. Ready to being FFS 1.  <b>STUDENT HAS MET REQUIREMENTS OF THE NATIONAL FOYM TO COMPLETE FAA ORAL DBC (on Supervisor FLT OPS TRAING)</b>			
Instructor / Chk Amn Name (Last, First MI): Sutherland, Reid L		Signature: [Redacted]		Emp # 10453
Period # FFS 1	Date: 6/4/2012	Block Time: 4.0	Location / Simulator #: KYIP FAA ID 1234	Student Initials [Redacted]
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments Stalls, steep turns, and hand flying to a high standard. Sets up cockpit quickly and correctly. Continued emphasis on getting familiar with EFIS displays, and mode awareness.			
Instructor / Chk Amn Name (Last, First MI): Sutherland, Reid L		Signature: [Redacted]		Emp # 10453
Period # FFS 2	Date: 6/5/2012	Block Time: 4.0	Location / Simulator #: KYIP FAA ID 1234	Student Initials BH
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments Well prepared no problems and good progress.			
Instructor / Chk Amn Name (Last, First MI): Berg, Thomas L.		Signature: [Redacted]		Emp # 10466



# INSTRUCTOR COMMENTS

This is page 3 of 5 pages

Student Name (Last, First MI) Hasler, Brad E		Emp # 10070	CATEGORY OF TRAINING <input checked="" type="checkbox"/> INITIAL <input type="checkbox"/> RECURRENT <input type="checkbox"/> UPGRADE <input type="checkbox"/> REQUALIFICATION	
Training for Position	<input type="checkbox"/> DC8 CAPT <input checked="" type="checkbox"/> B757 CAPT <input checked="" type="checkbox"/> B747 CAPT <input type="checkbox"/> FLIGHT ATTENDANT <input type="checkbox"/> FLIGHT FOLLOWER	<input type="checkbox"/> DC8 FO <input type="checkbox"/> B757 FO <input type="checkbox"/> B747 FO	<input type="checkbox"/> DC8 FE <input type="checkbox"/> DC8 INSTRUCTOR <input type="checkbox"/> B757 INSTRUCTOR <input type="checkbox"/> B747 INSTRUCTOR <input type="checkbox"/> FLIGHT ATTENDANT SUPERVISOR <input type="checkbox"/> FLIGHT FOLLOWER SUPERVISOR	

Period # FFS 3	Date: 6/6/2012	Block Time: 4.0	Location / Simulator #: KYIP / FAA ID 1234	Student Initials [Redacted]
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments Good progress Good V1 cuts			
Instructor / Chk Amn Name (Last, First MI): Sutherland, Reld		Signature: [Redacted]		Emp # 10453

Period # FFS4	Date: 6/7/2012	Block Time: 4.00	Location / Simulator #: KYIP/FAA1234	Student Initials [Redacted]
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments Well prepared flew a good ride excellent 3 engine had flown approach			
Instructor / Chk Amn Name (Last, First MI): Berg, Thomas L.		Signature: <i>Thomas L Berg</i>		Emp # 10466

Period # FFS5	Date: 6/8/2012	Block Time: 4.0	Location / Simulator #: KYIP/FAA1234	Student Initials [Redacted]
Completed by: <input type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments Well Prepared 2 Engine was flown excellent			
Instructor / Chk Amn Name (Last, First MI): Berg, Thomas L		Signature: <i>Thomas L Berg</i>		Emp # 10466

Period # FFS 6	Date: 6/8/2012	Block Time: 4.0	Location / Simulator #: KYIP	Student Initials [Redacted]
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments Well prepared for todays lesson Did well on all RTOs and steep turns			
Instructor / Chk Amn Name (Last, First MI): Berg, Thomas L.		Signature: [Redacted]		Emp # 10466



# INSTRUCTOR COMMENTS

This is page 4 of 5 pages

Student Name (Last, First MI) Hasler, Brad E		Emp # 10070	CATEGORY OF TRAINING <input checked="" type="checkbox"/> INITIAL <input type="checkbox"/> RECURRENT <input type="checkbox"/> UPGRADE <input type="checkbox"/> REQUALIFICATION	
Training for Position	<input type="checkbox"/> DC8 CAPT <input checked="" type="checkbox"/> B757 CAPT <input type="checkbox"/> B747 CAPT <input type="checkbox"/> FLIGHT ATTENDANT <input type="checkbox"/> FLIGHT FOLLOWER	<input type="checkbox"/> DC8 FO <input type="checkbox"/> B757 FO <input type="checkbox"/> B747 FO	<input type="checkbox"/> DC8 FE <input type="checkbox"/> DC8 INSTRUCTOR <input type="checkbox"/> B757 INSTRUCTOR <input type="checkbox"/> B747 INSTRUCTOR <input type="checkbox"/> FLIGHT ATTENDANT SUPERVISOR <input type="checkbox"/> FLIGHT FOLLOWER SUPERVISOR	

Period # FFS 7	Date: 6/11/2012	Block Time : 4.0	Location / Simulator #: KYIP / FAA ID 1234	S [REDACTED]
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments Good command authority, and decision making skills. Emphasis in training on special orientation and increased awareness with the use of the navigation display.			
Instructor / Chk Amn Name (Last, First MI): Tyndall, Anthony J		Signature: [REDACTED]		Emp #

Period # FFS 8	Date: 6/12/2012	Block Time : 4.00	Location / Simulator #: KYIP / FAA ID 1234	Student Initials: BH
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments Brad is proficient in all areas covered in this lesson.			
Instructor / Chk Amn Name (Last, First MI): Tyndall, Anthony J		Signature: [REDACTED]		Emp # 10236

Period # FFS 9	Date: 6/13/2012	Block Time : 4.0	Location / Simulator #: KYIP / FAA ID 1234	Student Initials: [REDACTED]
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments Brad is proficient in all areas tested, and is ready for his checkride.			
Instructor / Chk Amn Name (Last, First MI): Tyndall, Anthony J.		Signature: [REDACTED]		Emp # 10236

Period # WARM UP	Date: 6/21/2012	Block Time : 4.0	Location / Simulator #: DEN / FAA ID 589	Student Initials:
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments - WARM-UP complete due to several days AFTER LAST SIM. - ALL ITEMS complete COPY			
Instructor / Chk Amn Name (Last, First MI): ASH, SEAN		Signature: [REDACTED]		Emp # N/A





# INSTRUCTOR COMMENTS

This is page 5 of 5 pages

Student Name (Last, First MI) <i>Hasler, Brad E</i>	Emp # <i>10070</i>	CATEGORY OF TRAINING <input checked="" type="checkbox"/> INITIAL <input type="checkbox"/> RECURRENT <input type="checkbox"/> UPGRADE <input type="checkbox"/> REQUALIFICATION
Training for Position <input type="checkbox"/> DC8 CAPT <input type="checkbox"/> DC8 FO <input type="checkbox"/> DC8 FE <input type="checkbox"/> DC8 INSTRUCTOR <input type="checkbox"/> B757 CAPT <input type="checkbox"/> B757 FO <input type="checkbox"/> B757 INSTRUCTOR <input checked="" type="checkbox"/> B747 CAPT <input type="checkbox"/> B747 FO <input type="checkbox"/> B747 INSTRUCTOR <input type="checkbox"/> FLIGHT ATTENDANT <input type="checkbox"/> FLIGHT ATTENDANT SUPERVISOR <input type="checkbox"/> FLIGHT FOLLOWER <input type="checkbox"/> FLIGHT FOLLOWER SUPERVISOR		

Period #	Date: <i>6/22/2012</i>	Block Time: <i>3700</i>	Location / Simulator #: <i>Don't R FAA 589</i>	Student Initials:
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments <i>RIGHT SEAT DEPENDENCY complete to satisfactory</i>			
Instructor / Chk Amn Name (Last, First MI): <i>ASH, SEAN</i>	Signature:	Emp # <i>N/A</i>		

Period # <i>LOFT</i>	Date: <i>6/24/2012</i>	Block Time: <i>400</i>	Location / Simulator #: <i>DENTAL FAA 589</i>	Student Initials:
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments <i>ALL ITEMS complete</i>			
Instructor / Chk Amn Name (Last, First MI): <i>ASH, SEAN</i>	Signature:	Emp #		

Period #	Date:	Block Time:	Location / Simulator #:	Student Initials:
Completed by: <input type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments			
Instructor / Chk Amn Name (Last, First MI):	Signature:	Emp #		

Period #	Date:	Block Time:	Location / Simulator #:	Student Initials:
Completed by: <input type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments <i>RECCY</i>			
Instructor / Chk Amn Name (Last, First MI):	Signature:	Emp #		



# PILOT PROFICIENCY CHECK

PILOT NAME (LAST, FIRST, MI) <b>HASLER BRAD E</b>		POS <input checked="" type="checkbox"/> CAPT <input type="checkbox"/> FO	EMP # <b>10070</b>	A/C TYPE <input type="checkbox"/> DC8 <input type="checkbox"/> B-757 <input checked="" type="checkbox"/> B-747	DATE <b>6-22-12</b>
PILOT CERTIFICATE #: [REDACTED]		CERTIFICATE TYPE: <input checked="" type="checkbox"/> ATP <input type="checkbox"/> COMM	PHYSICAL DATE: <b>5-24-12</b>	PHYSICAL CLASS: <input checked="" type="checkbox"/> FIRST <input type="checkbox"/> SECOND <input type="checkbox"/> THIRD	
SIMULATOR # <b>FAA589</b>	SIMULATOR LOCATION <b>KDEN</b>	BLOCK TIME <b>3.0</b>	THIS CHECK IAW APPENDIX: <input type="checkbox"/> APP F&H (B757 & B747) <input type="checkbox"/> APP F (DC8)		
REASON FOR CHECK: <input checked="" type="checkbox"/> INITIAL or UPGRADE PC <input type="checkbox"/> ANNUAL PC (PIC/SIC) <input type="checkbox"/> SIX MONTH PC (PIC) <input type="checkbox"/> REQUALIFICATION <input type="checkbox"/> RANDOM (Does not reset Base Month) <input type="checkbox"/> TO RE-INDEX BASE MO. <input type="checkbox"/> OTHER:					
GRADING <b>S</b> = SATISFACTORY <b>U</b> = UNSATISFACTORY (REQUIRES COMMENT) <b>NA</b> = NOT APPLICABLE <b>(W)</b> = CAN BE WAIVED <b>W</b> = IS WAIVED					
<b>PREFLIGHT</b>			18. Engine-Out Missed Approach		
1. Oral Exam (Date & Examiner Name Required Below)			19. Rejected Landing into Missed Approach		
2. Preflight Inspection - Exterior: <input type="checkbox"/> Pictorial <input type="checkbox"/> Aircraft			<b>INFLIGHT MANEUVERS</b>		
3. Preflight Inspection - Interior Cockpit Setup			20. Steep Turns (W)		
4. Starts Normal / Non-Normal			21. Approaches To Stalls 2 of 3 can be Waived (One Must Be In A Turn)		
5. Taxi Technique & Procedures			<input checked="" type="checkbox"/> Take-Off Configuration		
6. Power Plant Checks			<input type="checkbox"/> Clean Configuration		
<b>TAKEOFF</b>			<input type="checkbox"/> Landing Configuration		
7. Normal			22. Engine Failure		
8. Instrument (RVR 600)			23. Other:		
9. Crosswind (Note 7 & 8 May Be Combined)			<b>LANDING</b>		
10. Engine Failure After V1			24. Normal <input type="checkbox"/> No Wind <input checked="" type="checkbox"/> with Crosswind		
11. Rejected Take-Off			25. From ILS <input type="checkbox"/> No Wind <input checked="" type="checkbox"/> with Crosswind		
<b>INSTRUMENT PROCEDURES</b>			26. One Engine Inop Landing <input checked="" type="checkbox"/> B747 <input type="checkbox"/> DC8		
12. <input checked="" type="checkbox"/> Area Departure <input type="checkbox"/> Area Arrival (One Required)			27. One Engine Inop Landing <input type="checkbox"/> B757		
13. Holding (W)			28. Two Engine Inop Landing <input checked="" type="checkbox"/> B747 <input type="checkbox"/> DC8		
14. Precision Approaches (Two Required)			29. Rejected Landing		
<input checked="" type="checkbox"/> Normal ILS			<b>PROCEDURES</b>		
<input checked="" type="checkbox"/> Engine Out ILS (Manual)			30. Normal		
<input type="checkbox"/> GCA (Precision)			31. Emergency & Non-Normal		
15. Normal ILS (Coupled or Manual) to 100' & RVR 1800			32. FMC / CDU		
16. Non-Precision Approaches (Normally 2 Required, 2 <sup>nd</sup> can be waived)			33. Use of Checklists		
<input type="checkbox"/> GCA (Non-Precision)			34. Crew Resource Management (CRM)		
<input checked="" type="checkbox"/> VOR			35. Threat		
<input checked="" type="checkbox"/> LOC <input type="checkbox"/> LOC B/C			36. Call Outs / Profiles		
<input checked="" type="checkbox"/> RNAV/VNAV/LNAV			37. Judgment		
17. Missed Approach (ILS)			38. English Proficient		
LANDING CURRENCY UPDATED WITH <b>3</b> LANDINGS					
ORAL EXAM DATE: <b>6/13/2012</b>			ADMINISTERED BY: <b>SEAN ASH</b>		
REMARKS: <b>VERY NICE RIDE RIGHT SEAT DEPENDENCY COMPLETE TO SATISFACTORY</b>					
CONSOLIDATION OF KNOWLEDGE & SKILLS: This Check administered for the purpose of: (check one below) (Leave boxes blank if N/A) <input type="checkbox"/> To extend the Airman's Consolidation period from 120 to 150 days after the original Proficiency Check					
Overall Performance <input checked="" type="checkbox"/> SATISFACTORY <input type="checkbox"/> UNSATISFACTORY			Student Signature: [REDACTED]		
<b>I CERTIFY THAT THE ABOVE CHECK WAS ADMINISTERED AS INDICATED AND THE OVERALL PERFORMANCE WAS AS SHOWN.</b>					
INSTRUCTOR / CHK AMN NAME (Print): <b>SEAN ASH</b>		EMP #: <b>NA</b>	FAA OBSERVER NAME (Print): <b>Gary E Fischer</b>		FAA ID #: <b>1914201</b>
INSTRUCTOR / CHK AMN SIGNATURE: [Signature]			FAA OBSERVER SIGNATURE: [Signature]		



# PILOT LOFT Appendix H

PILOT NAME (LAST, FIRST, MI) <b>HASLER BRAD E</b>		POSITION: <input checked="" type="checkbox"/> CAPT <input type="checkbox"/> FO	EMP #:	A/C TYPE: <input type="checkbox"/> B757 <input checked="" type="checkbox"/> B747 <input type="checkbox"/> DC-8	DATE: <b>6/24/2012</b>
SIM LOC: <b>DENTK</b>	SIM #: <b>H589</b>	SIMULATOR APPENDIX H QUALIFIED: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		BLOCK TIME: <b>4<sup>40</sup></b>	LOFT SCENARIO # <b>ALPHA</b>
REASON FOR LOFT: <input checked="" type="checkbox"/> INITIAL QUALIFICATION <input type="checkbox"/> RECURRENT <input type="checkbox"/> UPGRADE <input type="checkbox"/> SPECIAL ( _____ ) <input type="checkbox"/> OTHER _____					
GRADING: <input checked="" type="checkbox"/> S = SATISFACTORY <input type="checkbox"/> U = UNSATISFACTORY (REQUIRES COMMENT) <input type="checkbox"/> NA = NOT APPLICABLE <input type="checkbox"/> I = INCOMPLETE					
<b>PREFLIGHT</b>			<b>INFLIGHT MANEUVERS</b>		
1. Flight Planning			-S		
2. Weather & NOTAM Analysis			-S		
3. Weight & Balance			-S		
4. Performance Calculations			-S		
<b>TAXI / BEFORE TAKEOFF</b>			<b>APPROACH &amp; LANDING</b>		
1. Engine Starts / Taxi Procedures			-S		
2. Departure Clearance / Briefing			-S		
			1. Approach Procedure		
			2. Stabilized Approach		
			3. Landing Technique		
			4. After Landing Checklists & Procedures		
<b>TAKEOFF &amp; DEPARTURE</b>			<b>PROCEDURES</b>		
1. Takeoff Profile / Noise Abatement Procedures			-S		
2. Adherence to Departure / SID			-S		
3. Normal Climb / Power Monitoring			-S		
4. ATC Communication Procedures			-S		
<b>CRUISE / ENROUTE</b>					
1. Cruise Procedures (Fit Plan Logging / Fuel / Time)			-S		
2. Cruise Control (Altitude / Airspeed)			-S		
3. Communication Procedures			-S		
4. Use of Nav Aids			-S		
<b>DESCENT &amp; APPROACH</b>					
1. Descent Planning			-S		
2. Aircraft Control (Altitude / Airspeed)			-S		
3. Arrival Procedure Compliance			-S		
4. Approach Briefing			-S		
Remarks <b>ALL ITEMS Complete</b>					
Overall Performance <input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> Requires More Training				Student Signature: <b>[Signature]</b>	
This LOFT was conducted in accordance with 14 CFR Part 121, Appendix H The Instructor signature certifies the crewmember <input checked="" type="checkbox"/> IS <input type="checkbox"/> IS NOT proficient and knowledgeable in accordance with 14 CFR 121.401(c).					
INSTRUCTOR / CHECK AIRMAN NAME (Print): <b>SEAN ASH</b>		EMP #:	FAA OBSERVER NAME (Print):		FAA ID #:
INSTRUCTOR/CHECK AIRMAN SIGNATURE <b>[Signature]</b>			FAA OBSERVER SIGNATURE		



# PILOT OPERATING EXPERIENCE

OE PILOT NAME (Last, First, MI) <b>HASLER, BRAD</b>				EMP #: <b>10070</b>		This is page <u>1</u> of <u>3</u> pages	
DATE <b>08/01/12</b>	ACFT NO. <b>N 919CA</b>	Flt # <b>NCR919</b>	From <b>KYIP</b>	To <b>KSEA</b>	Block Time <b>4.4</b>	Total OE Time <b>0.0 4.4</b>	A/C TYPE/MODEL: <b>B747-400</b>
OE Pilot as <input checked="" type="checkbox"/> PIC <input type="checkbox"/> SIC	OE Pilot Duty This Leg: <input type="checkbox"/> Pilot Flying <input checked="" type="checkbox"/> Pilot Monitoring	Landing This Leg Made By: <input type="checkbox"/> OE Pilot <input checked="" type="checkbox"/> Check Airman		Total Landings by OE Pilot: <u>0</u>		<input checked="" type="checkbox"/> Each Box when Completed: <input type="checkbox"/> Logbook Proced. <input checked="" type="checkbox"/> PM Duties <input type="checkbox"/> LRN Procedures <input type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input type="checkbox"/> LEGACY Qualified <input type="checkbox"/> HONEYWELL FMS Qualified <input type="checkbox"/> UN1 Qualified <input type="checkbox"/> LTN92 Qualified <input type="checkbox"/> MNPS Qualified <input type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input type="checkbox"/> OE Complete	
REMARKS: <b>FIRST OE LEG, GOOD SITUATIONAL AWARENESS</b>							
Check Airman Name (PRINT): <b>HOY, LANE K.</b>			EMP #: <b>C1017</b>		Check Airman Signature:		
FAA Observer Name:		FAA Signature			FAA ID #		

DATE <b>08/02/12</b>				ACFT NO. <b>N 919CA</b>		Flt # <b>NCR920</b>		From <b>KSEA</b>		To <b>EINN</b>		Block Time <b>8.3</b>		Total OE Time <b>0.0 10.9</b>		A/C TYPE/MODEL: <b>B747-400</b>	
OE Pilot as <input checked="" type="checkbox"/> PIC <input type="checkbox"/> SIC	OE Pilot Duty This Leg: <input checked="" type="checkbox"/> Pilot Flying <input type="checkbox"/> Pilot Monitoring	Landing This Leg Made By: <input type="checkbox"/> OE Pilot <input checked="" type="checkbox"/> Check Airman		Total Landings by OE Pilot: <u>1</u>		<input checked="" type="checkbox"/> Each Box when Completed: <input type="checkbox"/> Logbook Proced. <input type="checkbox"/> PM Duties <input checked="" type="checkbox"/> LRN Procedures <input checked="" type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input type="checkbox"/> LEGACY Qualified <input checked="" type="checkbox"/> HONEYWELL FMS Qualified <input type="checkbox"/> UN1 Qualified <input type="checkbox"/> LTN92 Qualified <input checked="" type="checkbox"/> MNPS Qualified <input type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input type="checkbox"/> OE Complete											
REMARKS: <b>APPROACH AND LANDING WAS IN MODERATE CROSS-WIND AND WET CONDITIONS. NORMAL PROGRESS, GOOD APPLICATION OF SOP AND SKILLS. MNPS QUALIFIED: SEE PILOT LINE CHECK FORM.</b>																	
Check Airman Name (PRINT): <b>HOY, LANE K.</b>						EMP #: <b>C1017</b>			Check Airman Signature:								
FAA Observer Name:					FAA Signature						FAA ID #						

DATE <b>08/05/12</b>				ACFT NO. <b>N 919CA</b>		Flt # <b>NCR949</b>		From <b>OKBK</b>		To <b>OMDW</b>		Block Time <b>1.6</b>		Total OE Time <b>0.0 12.5</b>		A/C TYPE/MODEL: <b>B747-400</b>	
OE Pilot as <input checked="" type="checkbox"/> PIC <input type="checkbox"/> SIC	OE Pilot Duty This Leg: <input checked="" type="checkbox"/> Pilot Flying <input type="checkbox"/> Pilot Monitoring	Landing This Leg Made By: <input type="checkbox"/> OE Pilot <input checked="" type="checkbox"/> Check Airman		Total Landings by OE Pilot: <u>2</u>		<input checked="" type="checkbox"/> Each Box when Completed: <input type="checkbox"/> Logbook Proced. <input type="checkbox"/> PM Duties <input type="checkbox"/> LRN Procedures <input type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input type="checkbox"/> LEGACY Qualified <input type="checkbox"/> HONEYWELL FMS Qualified <input type="checkbox"/> UN1 Qualified <input type="checkbox"/> LTN92 Qualified <input type="checkbox"/> MNPS Qualified <input type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input type="checkbox"/> OE Complete											
REMARKS: <b>WAV USE IN CRUISE AND DESCENT DISCUSSED AND PRACTICED. GOOD CONTINUOUS DESCENT APPROACH CARRIED OUT. NORMAL PROGRESS.</b>																	
Check Airman Name (PRINT): <b>HOY, LANE K.</b>						EMP #: <b>C1017</b>			Check Airman Signature:								
FAA Observer Name:					FAA Signature						FAA ID #						



PILOT OPERATING EXPERIENCE

2/3  
2/2

DATE 08/08/12	ACFT NO. N 919CA	Flt # NCR949	From OMDW	To OAIK	Block Time 3.1	Total OE Time <del>0.0</del> 15.6	A/C TYPE/MODEL: B747-400
OE Pilot as <input checked="" type="checkbox"/> PIC <input type="checkbox"/> SIC	OE Pilot Duty This Leg: <input checked="" type="checkbox"/> Pilot Flying <input type="checkbox"/> Pilot Monitoring	Landing This Leg Made By: <input checked="" type="checkbox"/> OE Pilot <input type="checkbox"/> Check Airman	Total Landings by OE Pilot: 3		<input checked="" type="checkbox"/> Each Box when Completed: <input checked="" type="checkbox"/> Logbook Proced. <input type="checkbox"/> PM Duties <input type="checkbox"/> LRN Procedures <input type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input type="checkbox"/> LEGACY Qualified <input type="checkbox"/> HONEYWELL FMS Qualified <input type="checkbox"/> UN1 Qualified <input type="checkbox"/> LTN92 Qualified <input type="checkbox"/> MNPS Qualified <input type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input type="checkbox"/> OE Complete		
REMARKS: UNAV/UNAV ARRIVAL CARRIED OUT, GOOD SITUATIONAL AWARENESS. WORK ON TOUCHDOWN ON CENTERLINE.							
Check Airman Name (PRINT) HOY, LANE K.			EMP # C1017	Check Airman Signature:			
FAA Observer Name:		FAA Signature			FAA ID #		

DATE 08/08/12	ACFT NO. N 919CA	Flt # NCR949	From OAIK	To OAKN	Block Time 1.6	Total OE Time 0.0 17.2	A/C TYPE/MODEL: B747-400
OE Pilot as <input checked="" type="checkbox"/> PIC <input type="checkbox"/> SIC	OE Pilot Duty This Leg: <input checked="" type="checkbox"/> Pilot Flying <input type="checkbox"/> Pilot Monitoring	Landing This Leg Made By: <input checked="" type="checkbox"/> OE Pilot <input type="checkbox"/> Check Airman	Total Landings by OE Pilot: 4		<input checked="" type="checkbox"/> Each Box when Completed: <input type="checkbox"/> Logbook Proced. <input type="checkbox"/> PM Duties <input type="checkbox"/> LRN Procedures <input type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input type="checkbox"/> LEGACY Qualified <input type="checkbox"/> HONEYWELL FMS Qualified <input type="checkbox"/> UN1 Qualified <input type="checkbox"/> LTN92 Qualified <input type="checkbox"/> MNPS Qualified <input type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input type="checkbox"/> OE Complete		
REMARKS: NORMAL PROGRESS. WORK ON CENTERLINE AND PITCH CONTROL ON TOUCHDOWN.							
Check Airman Name (PRINT) HOY, LANE K.			EMP # C1017	Check Airman Signature:			
FAA Observer Name:		FAA Signature			FAA ID #		

DATE 08/08/12	ACFT NO. N 919CA	Flt # NCR950	From OAKN	To OKBK	Block Time 1.8	Total OE Time <del>0.0</del> 19.0	A/C TYPE/MODEL: B747-400
OE Pilot as <input checked="" type="checkbox"/> PIC <input type="checkbox"/> SIC	OE Pilot Duty This Leg: <input checked="" type="checkbox"/> Pilot Flying <input type="checkbox"/> Pilot Monitoring	Landing This Leg Made By: <input checked="" type="checkbox"/> OE Pilot <input type="checkbox"/> Check Airman	Total Landings by OE Pilot: 5		<input checked="" type="checkbox"/> Each Box when Completed: <input type="checkbox"/> Logbook Proced. <input type="checkbox"/> PM Duties <input type="checkbox"/> LRN Procedures <input type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input type="checkbox"/> LEGACY Qualified <input type="checkbox"/> HONEYWELL FMS Qualified <input type="checkbox"/> UN1 Qualified <input type="checkbox"/> LTN92 Qualified <input type="checkbox"/> MNPS Qualified <input type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input type="checkbox"/> OE Complete		
REMARKS: GOOD AIRCRAFT CONTROL AND USE OF AUTOMATION.							
Check Airman Name (PRINT) HOY, LANE K.			EMP # C1017	Check Airman Signature:			
FAA Observer Name:		FAA Signature			FAA ID #		

OE Pilot Certification: I certify that the above training has been received.	OE Pilot Signature:
---	---------------------



# PILOT OPERATING EXPERIENCE

OE PILOT NAME (Last, First, MI) <b>HASLER, BRAD</b>					EMP #: <b>10070</b>	This is page <u>3</u> of <u>3</u> pages	
DATE <b>08/08/12</b>	ACFT NO. <b>N919CA</b>	Flt # <b>NCR950</b>	From <b>OKBK</b>	To <b>OMDW</b>	Block Time <b>1.5</b>	Total OE Time <del>0.5</del> <b>20.5</b>	A/C TYPE/MODEL: <b>B747-400</b>
OE Pilot as <input checked="" type="checkbox"/> PIC <input type="checkbox"/> SIC	OE Pilot Duty This Leg: <input type="checkbox"/> Pilot Flying <input type="checkbox"/> Pilot Monitoring	Landing This Leg Made By:	<input checked="" type="checkbox"/> OE Pilot <input type="checkbox"/> Check Airman		Total Landings by OE Pilot: <u>0</u>		<input checked="" type="checkbox"/> Each Box when Completed: <input type="checkbox"/> Logbook Proced. <input type="checkbox"/> PM Duties <input type="checkbox"/> LRN Procedures <input type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input type="checkbox"/> LEGACY Qualified <input type="checkbox"/> HONEYWELL FMS Qualified <input type="checkbox"/> UN1 Qualified <input type="checkbox"/> LTN92 Qualified <input type="checkbox"/> MNPS Qualified <input type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input type="checkbox"/> OE Complete
REMARKS: <b>GOOD SOP ADHERANCE AND APPLICATION.</b>							
Check Airman Name (PRINT): <b>HOY, LANE K</b>			EMP # <b>C1017</b>	Check Airman Signature:			
FAA Observer Name:		FAA Signature			FAA ID #		

DATE <b>08/10/12</b>	ACFT NO. <b>N919CA</b>	Flt # <b>NCR950</b>	From <b>OAMS</b>	To <b>OMDW</b>	Block Time <b>3.4</b>	Total OE Time <del>0.5</del> <b>23.9</b>	A/C TYPE/MODEL: <b>B747-400</b>
OE Pilot as <input checked="" type="checkbox"/> PIC <input type="checkbox"/> SIC	OE Pilot Duty This Leg: <input checked="" type="checkbox"/> Pilot Flying <input type="checkbox"/> Pilot Monitoring	Landing This Leg Made By:	<input checked="" type="checkbox"/> OE Pilot <input type="checkbox"/> Check Airman		Total Landings by OE Pilot: <u>1</u>		<input checked="" type="checkbox"/> Each Box when Completed: <input type="checkbox"/> Logbook Proced. <input type="checkbox"/> PM Duties <input type="checkbox"/> LRN Procedures <input type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input type="checkbox"/> LEGACY Qualified <input type="checkbox"/> HONEYWELL FMS Qualified <input type="checkbox"/> UN1 Qualified <input type="checkbox"/> LTN92 Qualified <input type="checkbox"/> MNPS Qualified <input type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input checked="" type="checkbox"/> OE Complete
REMARKS: <b>LINE CHECK SUCCESSFULLY COMPLETED. GOOD ADHERENCE TO SOP.</b>							
Check Airman Name (PRINT): <b>HOY, LANE K</b>			EMP # <b>C1017</b>	Check Airman Signature:			
FAA Observer Name:		FAA Signature			FAA ID #		

DATE <b>08/15/12</b>	ACFT NO. <b>N919CA</b>	Flt # <b>NCR919</b>	From <b>OMAW</b>	To <b>EVRA</b>	Block Time <b>2.0</b>	Total OE Time <del>0.5</del> <b>25.9</b>	A/C TYPE/MODEL: <b>B747-400</b>
OE Pilot as <input checked="" type="checkbox"/> PIC <input type="checkbox"/> SIC	OE Pilot Duty This Leg: <input checked="" type="checkbox"/> Pilot Flying <input type="checkbox"/> Pilot Monitoring	Landing This Leg Made By:	<input checked="" type="checkbox"/> OE Pilot <input type="checkbox"/> Check Airman		Total Landings by OE Pilot: <u>7</u>		<input checked="" type="checkbox"/> Each Box when Completed: <input type="checkbox"/> Logbook Proced. <input type="checkbox"/> PM Duties <input type="checkbox"/> LRN Procedures <input type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input type="checkbox"/> LEGACY Qualified <input type="checkbox"/> HONEYWELL FMS Qualified <input type="checkbox"/> UN1 Qualified <input type="checkbox"/> LTN92 Qualified <input type="checkbox"/> MNPS Qualified <input type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input checked="" type="checkbox"/> OE Complete
REMARKS: <b>COMPLETED 2.0 HOURS OF OE ALOFT. THIS FINISHES OE AND TRAINING.</b>							
Check Airman Name (PRINT): <b>JEREMY LIPIKA</b>			EMP # <b>10063</b>	Check Airman Signature:			
FAA Observer Name:		FAA Signature			FAA ID #		



# PILOT OPERATING EXPERIENCE

DATE	ACFT NO. <b>N</b>	Fit #	From	To	Block Time	Total OE Time 0.0	A/C TYPE/MODEL:
OE Pilot as <input type="checkbox"/> PIC <input type="checkbox"/> SIC	OE Pilot Duty This Leg: <input type="checkbox"/>	Pilot Flying <input type="checkbox"/> Pilot Monitoring	Landing This Leg Made By:	<input type="checkbox"/> OE Pilot <input type="checkbox"/> Check Airman	Total Landings by OE Pilot: _____		<b>X Each Box when Completed:</b> <input type="checkbox"/> Logbook Proced. <input type="checkbox"/> PM Duties <input type="checkbox"/> LRN Procedures <input type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input type="checkbox"/> LEGACY Qualified <input type="checkbox"/> HONEYWELL FMS Qualified <input type="checkbox"/> UN1 Qualified <input type="checkbox"/> LTN92 Qualified <input type="checkbox"/> MNPS Qualified <input type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input type="checkbox"/> OE Complete
Check Airman Name (PRINT):			EMP #	Check Airman Signature:			
FAA Observer Name:			FAA Signature			FAA ID #	

DATE	ACFT NO. <b>N</b>	Fit #	From	To	Block Time	Total OE Time 0.0	A/C TYPE/MODEL:
OE Pilot as <input type="checkbox"/> PIC <input type="checkbox"/> SIC	OE Pilot Duty This Leg: <input type="checkbox"/>	Pilot Flying <input type="checkbox"/> Pilot Monitoring	Landing This Leg Made By:	<input type="checkbox"/> OE Pilot <input type="checkbox"/> Check Airman	Total Landings by OE Pilot: _____		<b>X Each Box when Completed:</b> <input type="checkbox"/> Logbook Proced. <input type="checkbox"/> PM Duties <input type="checkbox"/> LRN Procedures <input type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input type="checkbox"/> LEGACY Qualified <input type="checkbox"/> HONEYWELL FMS Qualified <input type="checkbox"/> UN1 Qualified <input type="checkbox"/> LTN92 Qualified <input type="checkbox"/> MNPS Qualified <input type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input type="checkbox"/> OE Complete
REMARKS:  <div style="font-size: 2em; opacity: 0.5; font-weight: bold;">COPY</div>							
Check Airman Name (PRINT):			EMP #	Check Airman Signature:			
FAA Observer Name:			FAA Signature			FAA ID #	

DATE	ACFT NO. <b>N</b>	Fit #	From	To	Block Time	Total OE Time 0.0	A/C TYPE/MODEL:
OE Pilot as <input type="checkbox"/> PIC <input type="checkbox"/> SIC	OE Pilot Duty This Leg: <input type="checkbox"/>	Pilot Flying <input type="checkbox"/> Pilot Monitoring	Landing This Leg Made By:	<input type="checkbox"/> OE Pilot <input type="checkbox"/> Check Airman	Total Landings by OE Pilot: _____		<b>X Each Box when Completed:</b> <input type="checkbox"/> Logbook Proced. <input type="checkbox"/> PM Duties <input type="checkbox"/> LRN Procedures <input type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input type="checkbox"/> LEGACY Qualified <input type="checkbox"/> HONEYWELL FMS Qualified <input type="checkbox"/> UN1 Qualified <input type="checkbox"/> LTN92 Qualified <input type="checkbox"/> MNPS Qualified <input type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input type="checkbox"/> OE Complete
REMARKS:  							
Check Airman Name (PRINT):			EMP #	Check Airman Signature:			
FAA Observer Name:			FAA Signature			FAA ID #	

<b>OE Pilot Certification:</b> I certify that the above training has been received.	OE Pilot Signature: _____
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# PILOT LINE CHECK

PILOT NAME (Last, First, MI) <b>HASLER BRAD E</b>		POSITION <input checked="" type="checkbox"/> CAPT <input type="checkbox"/> FO	EMP # <b>10070</b>	DATE <b>08-10-12</b>												
CERTIFICATE TYPE <input checked="" type="checkbox"/> ATP <input type="checkbox"/> COMMERCIAL		CERTIFICATE NUMBER [REDACTED]	DATE OF PHYSICAL <b>05-24-12</b>	PHYSICAL CLASS <input checked="" type="checkbox"/> FIRST <input type="checkbox"/> SECOND												
TYPE OF CHECK <input checked="" type="checkbox"/> INITIAL <input type="checkbox"/> RECURRENT <input type="checkbox"/> INTERNATIONAL <input type="checkbox"/> REGUAL <input type="checkbox"/> OTHER																
AIRCRAFT NUMBER <b>N 919CA</b>	A/C TYPE / MODEL <b>B747-400</b>	FROM <b>OAMS</b>	TO <b>OMDW</b>	BLOCK TIME <b>3.4</b>												
# OF LANDINGS <b>1</b>																
GRADING S=SATISFACTORY U=UNSAT (REQUIRES COMMENT) N=NOT OBSERVED N/A=NOT APPLICABLE B=BRIEFED																
<b>PERSONAL ITEMS</b>		<b>ENROUTE / CRUISE</b>		<b>OCEANIC &amp; LRN PROCEDURES</b>												
1. Uniform Appearance	S	20. Adherence to Clearance	S	41. Outbd. Gateway Check / Proced. N/A												
2. Manuals / Flight Materials	S	21. Use of Nav Aids	S	42. Enroute Clearance / Logging N/A												
3. Oxygen Preflight / Use	S	22. Enroute Radar Procedures	S	43. Check Flt Plan vs Assigned Rte. N/A												
<b>PREFLIGHT</b>		23. Cruise Procedures	S	44. Plotting Chart Procedures N/A												
4. Flight Planning	S	- Manual Entries	S	45. HF Communication Procedures N/A												
5. Forms / Logbook	S	- Fuel / Time Score	S	46. LRN Updating Procedures N/A												
6. Exterior/Interior Inspection	S	24. Communication Procedures	S	47. Approaching WPT Procedures N/A												
7. Performance Computations	S	25. Route Changes	S	48. Crossing WPT Procedures N/A												
8. Weight & Balance	S	- LRN Data Entry/Crosscheck	S	49. After Crossing WPT Procedures N/A												
9. Track Message Received	N/A	- Log Changes on Flt Plan	S	50. Position Report Procedures N/A												
- Checked Against Flight Plan	N/A	<b>DESCENT / APPROACH / LDG</b>		51. Enroute Wx Checks (Dest / Alt) N/A												
10. Notams Received / Analyzed	S	26. Descent Planning	S	52. * Re-Release Procedures N/A												
11. Computer Flight Plan Checked	S	27. Altitude/Speed Control	S	53. * LRN Malfunction Procedures N/A												
12. LRN: <input type="checkbox"/> LTN92 <input checked="" type="checkbox"/> FMS <input type="checkbox"/> UN1	S	28. Aircraft Configuration	S	54. Diversion Planning N/A												
13. LRN Setup	S	29. Altitude/Airspeed Control	S	* Loss of Engine(s) N/A												
- Initial Position	S	30. Holding Procedures	N/A	* Loss of Pressurization N/A												
- Waypoints Entered	S	31. Approach Compliance	S	* Loss of Comm. (VHF/HF) N/A												
- Waypoints Crosschecked	S	32. Stabilized Approach	S	* Leaving Track System N/A												
- Systems Tests	S	33. Pilot Flying <input checked="" type="checkbox"/> PIC <input type="checkbox"/> FO	S	55. Class II Navigation N/A												
<b>BEFORE TAKEOFF</b>		34. Type Appr. <input checked="" type="checkbox"/> IFR <input type="checkbox"/> VFR	S	56. Use of AIREP Form N/A												
14. Engine Start / Taxi Procedures	S	35. Missed Approach	N/A	57. Radar Mapping N/A												
15. Clearance & Briefing	S	36. Landing	S	<b>POST FLIGHT PROCEDURES</b>												
16. Pre-Dep. LRN & Taxi Checks	S	37. Crew Coordination	S	58. * Accuracy Checks / Recording S												
<b>DEPARTURE</b>		38. Use of Checklists	S	59. * LRN System Shutdown O												
17. Takeoff Procedures	S	39. Flight Management	S	<b>OCEANIC QUALIFICATION</b>												
18. Takeoff Profile	S	40. Judgment	S	Atlantic / MNPS Qual <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO												
19. Departure / SID Compliance	S	* Items may be briefed		Pacific Qualified <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO												
<b>QUALIFICATION RESULTS:</b> (Check All that may apply) <table style="width:100%; border: none;"> <tr> <td><input type="checkbox"/> CAPT OE COMPLETE</td> <td><input type="checkbox"/> CAPT OE INCOMPLETE (Qualified as First Officer Only)</td> <td><input type="checkbox"/> FIRST OFFICER OE COMPLETE</td> </tr> <tr> <td><input type="checkbox"/> LTN92 QUALIFIED</td> <td><input type="checkbox"/> UN1 QUALIFIED</td> <td><input type="checkbox"/> EFIS QUALIFIED</td> </tr> <tr> <td><input type="checkbox"/> PEGASUS QUALIFIED</td> <td><input type="checkbox"/> LEGACY QUALIFIED</td> <td><input type="checkbox"/> HONEYWELL FMS QUALIFIED</td> </tr> <tr> <td><input type="checkbox"/> RVSM QUALIFIED</td> <td><input type="checkbox"/> PACIFIC TRACKS QUALIFIED</td> <td><input type="checkbox"/> N. ATLANTIC / MNPS QUALIFIED</td> </tr> </table>					<input type="checkbox"/> CAPT OE COMPLETE	<input type="checkbox"/> CAPT OE INCOMPLETE (Qualified as First Officer Only)	<input type="checkbox"/> FIRST OFFICER OE COMPLETE	<input type="checkbox"/> LTN92 QUALIFIED	<input type="checkbox"/> UN1 QUALIFIED	<input type="checkbox"/> EFIS QUALIFIED	<input type="checkbox"/> PEGASUS QUALIFIED	<input type="checkbox"/> LEGACY QUALIFIED	<input type="checkbox"/> HONEYWELL FMS QUALIFIED	<input type="checkbox"/> RVSM QUALIFIED	<input type="checkbox"/> PACIFIC TRACKS QUALIFIED	<input type="checkbox"/> N. ATLANTIC / MNPS QUALIFIED
<input type="checkbox"/> CAPT OE COMPLETE	<input type="checkbox"/> CAPT OE INCOMPLETE (Qualified as First Officer Only)	<input type="checkbox"/> FIRST OFFICER OE COMPLETE														
<input type="checkbox"/> LTN92 QUALIFIED	<input type="checkbox"/> UN1 QUALIFIED	<input type="checkbox"/> EFIS QUALIFIED														
<input type="checkbox"/> PEGASUS QUALIFIED	<input type="checkbox"/> LEGACY QUALIFIED	<input type="checkbox"/> HONEYWELL FMS QUALIFIED														
<input type="checkbox"/> RVSM QUALIFIED	<input type="checkbox"/> PACIFIC TRACKS QUALIFIED	<input type="checkbox"/> N. ATLANTIC / MNPS QUALIFIED														
(Check the following only for completion of an Appendix F Proficiency Check) <input type="checkbox"/> 2 LDGS Observed, Appendix F Proficiency Check Completed																
REMARKS: <b>LINE CHECK COMPLETED SUCCESSFULLY. GOOD ADHERENCE TO SOP.</b>																
Overall Line Check <input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> Unsatisfactory		Student Signature: [REDACTED]														
I CERTIFY THAT THE ABOVE LINE CHECK WAS ADMINISTERED AS SHOWN AND THE RESULTS ARE AS INDICATED																
CHECK AIRMAN NAME (Print) <b>HOY, LANE</b>	EMP # <b>C1017</b>	FAA OBSERVER NAME (Print)	FAA ID #													
CHECK AIRMAN SIGNATURE: [Signature]	FAA OBSERVER SIGNATURE: [Signature]															

Completion Certified by Director of Training and Standards

Printed Name <b>Adam Puyear</b>	Signature: [Signature]
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COPY





# PILOT LINE CHECK

PILOT NAME (Last, First, MI) <b>HASLER, BEAD</b>		POSITION <input checked="" type="checkbox"/> CAPT <input type="checkbox"/> FO	EMP # <b>10070</b>	DATE <b>08/02/12</b>
CERTIFICATE TYPE <input checked="" type="checkbox"/> ATP <input type="checkbox"/> COMMERCIAL	CERTIFICATE NUMBER [REDACTED]	DATE OF PHYSICAL <b>05/24/12</b>	PHYSICAL CLASS <input checked="" type="checkbox"/> FIRST <input type="checkbox"/> SECOND	
TYPE OF CHECK <input type="checkbox"/> INITIAL <input type="checkbox"/> RECURRENT <input checked="" type="checkbox"/> INTERNATIONAL <input type="checkbox"/> REQUAL <input checked="" type="checkbox"/> OTHER <b>MNPS/NAT</b>				
AIRCRAFT NUMBER N <b>919CA</b>	A/C TYPE / MODEL <b>B747-400</b>	FROM <b>KSEA</b>	TO <b>EINN</b>	BLOCK TIME <b>8.3</b>
# OF LANDINGS <b>1</b>				
GRADING S=SATISFACTORY U=UNSAT (REQUIRES COMMENT) N=NOT OBSERVED N/A=NOT APPLICABLE B=BRIEFED				
<b>PERSONAL ITEMS</b>		<b>ENROUTE / CRUISE</b>		<b>OCEANIC &amp; LRN PROCEDURES</b>
1. Uniform Appearance		20. Adherence to Clearance		41. Outbd. Gateway Check / Proced. <b>S</b>
2. Manuals / Flight Materials		21. Use of Nav Aids		42. Enroute Clearance / Logging <b>S</b>
3. Oxygen Preflight / Use		22. Enroute Radar Procedures		43. Check Flt Plan vs Assigned Rte. <b>S</b>
<b>PREFLIGHT</b>		23. Cruise Procedures		44. Plotting Chart Procedures <b>S</b>
4. Flight Planning		- Manual Entries		45. HF Communication Procedures <b>S</b>
5. Forms / Logbook		- Fuel / Time Score		46. LRN Updating Procedures <b>S</b>
6. Exterior/Interior Inspection		24. Communication Procedures		47. Approaching WPT Procedures <b>S</b>
7. Performance Computations		25. Route Changes		48. Crossing WPT Procedures <b>S</b>
8. Weight & Balance		- LRN Data Entry/Crosscheck		49. After Crossing WPT Procedures <b>S</b>
9. Track Message Received		- Log Changes on Flt Plan		50. Position Report Procedures <b>S</b>
- Checked Against Flight Plan		<b>DESCENT / APPROACH / LDG</b>		51. Enroute Wx Checks (Dest / Alt) <b>S</b>
10. Notams Received / Analyzed		26. Descent Planning		52. * Re-Release Procedures <b>N/A</b>
11. Computer Flight Plan Checked		27. Altitude/Speed Control		53. * LRN Malfunction Procedures <b>S</b>
12. LRN: <input type="checkbox"/> LTN92 <input type="checkbox"/> FMS <input type="checkbox"/> UN1		28. Aircraft Configuration		54. Diversion Planning <b>S</b>
13. LRN Setup		29. Altitude/Airspeed Control		* Loss of Engine(s) <b>S</b>
- Initial Position		30. Holding Procedures		* Loss of Pressurization <b>S</b>
- Waypoints Entered		31. Approach Compliance		* Loss of Comm. (VHF/HF) <b>S</b>
- Waypoints Crosschecked		32. Stabilized Approach		* Leaving Track System <b>S</b>
- Systems Tests		33. Pilot Flying <input type="checkbox"/> PIC <input type="checkbox"/> FO		55. Class II Navigation <b>S</b>
<b>BEFORE TAKEOFF</b>		34. Type Appr. <input type="checkbox"/> IFR <input type="checkbox"/> VFR		56. Use of AIREP Form <b>S</b>
14. Engine Start / Taxi Procedures		35. Missed Approach		57. Radar Mapping <b>S</b>
15. Clearance & Briefing		36. Landing		<b>POST FLIGHT PROCEDURES</b>
16. Pre-Dep. LRN & Taxi Checks		37. Crew Coordination		58. * Accuracy Checks / Recording <b>S</b>
<b>DEPARTURE</b>		38. Use of Checklists		59. * LRN System Shutdown <b>S</b>
17. Takeoff Procedures		39. Flight Management		<b>OCEANIC QUALIFICATION</b>
18. Takeoff Profile		40. Judgment		Atlantic / MNPS Qual <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
19. Departure / SID Compliance		* Items may be briefed		Pacific Qualified <input type="checkbox"/> YES <input type="checkbox"/> NO
<b>QUALIFICATION RESULTS:</b> (Check All that may apply) <input type="checkbox"/> CAPT OE COMPLETE <input type="checkbox"/> CAPT OE INCOMPLETE (Qualified as First Officer Only) <input type="checkbox"/> FIRST OFFICER OE COMPLETE <input type="checkbox"/> LTN92 QUALIFIED <input type="checkbox"/> UN1 QUALIFIED <input checked="" type="checkbox"/> EFIS QUALIFIED <input type="checkbox"/> PEGASUS QUALIFIED <input type="checkbox"/> LEGACY QUALIFIED <input checked="" type="checkbox"/> HONEYWELL FMS QUALIFIED <input checked="" type="checkbox"/> RVSM QUALIFIED <input type="checkbox"/> PACIFIC TRACKS QUALIFIED <input checked="" type="checkbox"/> N. ATLANTIC / MNPS QUALIFIED				
(Check the following only for completion of an Appendix F Proficiency Check) <input type="checkbox"/> 2 LDGS Observed. Appendix F Proficiency Check Completed				
<b>REMARKS:</b> <b>GOOD UNDERSTANDING OF PRACTICAL APPLICATIONS OF PROCEDURE IN MNPS AIRSPACE.</b>				
Overall Line Check <input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> Unsatisfactory		Student Signature: [REDACTED]		
I CERTIFY THAT THE ABOVE LINE CHECK WAS ADMINISTERED AS SHOWN AND THE RESULTS ARE AS INDICATED				
CHECK AIRMAN NAME (Print): <b>HOY, LANE K.</b>	EMP #: <b>C1017</b>	FAA OBSERVER NAME (Print):		FAA ID #:
CHECK AIRMAN SIGNATURE: [REDACTED]		FAA OBSERVER SIGNATURE: [REDACTED]		
Completion Certified by Director of Training and Standards				
Printed Name: <b>Adam Puyear</b>		Signature: [REDACTED]		



# PILOT FLIGHT TRAINING AND EVALUATION

NAME (LAST, FIRST, MI) <b>HASLER, BRAD</b>		EMPLOYEE # <b>10070</b>	DATE <b>11-19-12</b>	TYPE AIRCRAFT <input checked="" type="checkbox"/> B747 <input type="checkbox"/> B757	POSITION <input checked="" type="checkbox"/> CA <input type="checkbox"/> FO
FAA MEDICAL DATE <b>5/24/12</b>	<input type="checkbox"/> INITIAL (PC) <input type="checkbox"/> RECURRENT (PC) <input type="checkbox"/> UPGRADE (PC) <input type="checkbox"/> TRANSITION (PC) <input type="checkbox"/> TYPE RATING <input type="checkbox"/> CKS RESET (PC) <input type="checkbox"/> OTHER (SPECIFY)		TYPE OF CHECK (CHECK ONE)		
FAA MEDICAL CLASS <b>FIRST</b>	<input checked="" type="checkbox"/> PROFICIENCY TRAINING (PT) <input type="checkbox"/> PC WARM-UP <input type="checkbox"/> RECENT EXPERIENCE <input type="checkbox"/> LANDING CERTIFICATION <input type="checkbox"/> LOFT <input type="checkbox"/> OTHER (SPECIFY)		TYPE OF TRAINING (CHECK ONE)		
FAA CERT. #	FAA SIM#: <b>1234</b> LOCATION: <b>WYLD</b>				
GRADE	S=Satisfactory    U=Unsat    U/S=Unsat followed by Sat    W=Waived    / = Not required or completed    (U or U/S require comments)				
LEGEND	W=May be waived on PC    * = Done in WU/ w/ chk airman    ◆ = Req on WU and PT    ♦ = Req on WU only    → = Both pilots may get credit				
MANEUVERS / PROCEDURES		GRADE	MANEUVERS / PROCEDURES		GRADE
PREFLIGHT		WU   PC/PT	NORMAL AND NON-NORMAL PROCEDURES		WU   PC/PT
1 EQUIPMENT EXAMINATION (ORAL OR WRITTEN)		/	PT/PC - sufficient number to demonstrate knowledge and proficiency		
2 EXTERIOR INSPECTION <input type="checkbox"/> A/C <input type="checkbox"/> PICTORIAL		/	28 AIR SYSTEMS		S
3 PREFLIGHT, DON, AND STOW OXYGEN MASK	◆	S	29 AUTOFLIGHT		S
4 BEFORE START PROCEDURES		S	30 COMMUNICATION AND NAVIGATION		S
5 ENGINE STARTS (malfunction required for CAs)		S	31 ELECTRICAL		S
6 TAXING (low vis. required for CAs)	*	S	32 FLIGHT CONTROLS		S
TAKEOFF			33 FUEL SYSTEM <input type="checkbox"/> FUEL JETTISON (747 only)		S
7 NORMAL	*	S	34 HYDRAULICS		S
8 CROSSWIND	*	S	35 ICE AND RAIN PROTECTION		S
9 INSTRUMENT (lowest authorized takeoff minimums)		S	36 LANDING GEAR AND BRAKES		S
10 ENGINE FAILURE AT V <sub>1</sub>		S	37 WARNING SYSTEMS		S
11 REJECTED (CA/FO = dual credit)	→	S	EMERGENCY PROCEDURES		
INSTRUMENT PROCEDURES			PT/PC - sufficient number to demonstrate knowledge and proficiency		
12 DEPARTURE/ARRIVAL (one may be waived on PC)			38 FIRE IN FLIGHT		S
AREA DEPARTURE	*	S	39 SMOKE CONTROL		S
AREA ARRIVAL	*	S	40 RAPID DECOMPRESSION		S
13 HOLDING	W*	S	41 EMERGENCY DESCENT		S
14 NORMAL ILS (to 100' and 1800 RVR)			42 EVACUATION		S
HAND FLOWN (not required if autoland performed)	*	S	43 OTHER (specify)		
AUTOLAND (req. if authorized, CA/FO = dual credit)	→*	S	OTHER TRAINING/CHECK		
15 ONE ENGINE INOPERATIVE HAND-FLOWN ILS		S	44 WINDSHEAR		
16 TWO NON-PREC APPR (one may be done in PC WU*)			Prior to V <sub>1</sub>	→◆	S
LOC		S	Takeoff after V <sub>1</sub>	→◆	S
RNAV (747 required)		S	On Approach	→◆	S
VOR		S	45 PRM	•	
LDA		S	46 RIGHT SEAT TRAINING (CAs and FO sim instructors)	•	
17 MISSED APPROACH FROM AN ILS		S	47 CFIT	•	
18 MISSED APPROACH - OTHER (req. for CAs only)		S	48 TCAS RA		S
IN-FLIGHT MANEUVERS			49 UPSET/UNUSUAL ATTITUDE RECOVERY		S
19 ENGINE FAILURE		S	50 CRM/TEM		S
20 STEEP TURNS (req. for CAs only)	W*	S	51 JUDGMENT		S
21 APPR TO STALL (PC - 2 may be waived, 1 must be 15° bank)			52 ENGLISH PROFICIENCY		S
TAKEOFF CONFIGURATION	*	S	COMMENTS <i>Excellent job. Well prepared.</i>		
CLEAN CONFIGURATION	*	S			
LANDING CONFIGURATION	*	S			
LANDINGS AND APPROACHES TO LANDINGS			<div style="border: 1px solid black; padding: 5px; display: inline-block;">COPY</div>		
22 NORMAL LANDING	*	S			
23 LANDING FROM AN ILS	*	S			
24 CROSSWIND LANDING	*	S			
25 LANDING WITH ONE ENGINE INOP		S			
26 LANDING WITH TWO ENGINES INOP (B747 CA only)		S			
27 REJECTED LANDING (counts as landing at 50' HAT)	*	S			
TOTAL LANDINGS PERFORMED (3 minimum)		S			
OVERALL PERFORMANCE (check one)					
<input checked="" type="checkbox"/> SATISFACTORY <input type="checkbox"/> UNSATISFACTORY <input type="checkbox"/> INCOMPLETE					
PC or PT WU	Instructor/Check Airman Name		Employee #	Instructor/Check Airman Signature	
	Instructor/Check Airman Name		Employee #	Instructor/Check Airman Signature	
	<b>REID SUTHERLAND</b>		<b>10453</b>	<b>[Signature]</b>	



# PILOT LINE CHECK

PILOT NAME (Last, First MI) <b>HASLER, BRAD, E.</b>		POSITION <input checked="" type="checkbox"/> CAPT <input type="checkbox"/> FO	EMP # <b>10070</b>	DATE <b>10-18-12</b>
CERTIFICATE TYPE <input checked="" type="checkbox"/> ATP <input type="checkbox"/> COMMERCIAL		CERTIFICATE NUMBER [REDACTED]	DATE OF PHYSICAL <b>5-24-12</b>	PHYSICAL CLASS <input checked="" type="checkbox"/> FIRST <input type="checkbox"/> SECOND
TYPE OF CHECK <input type="checkbox"/> INITIAL <input type="checkbox"/> RECURRENT <input type="checkbox"/> INTERNATIONAL <input type="checkbox"/> REQUAL <input checked="" type="checkbox"/> OTHER <b>CKS EXTENSION</b>				
AIRCRAFT NUMBER <b>N 952 CA</b>	A/C TYPE / MODEL <b>B747-400</b>	FROM <b>OAZI</b>	TO <b>OAFX</b>	BLOCK TIME <b>1.7</b>
# OF LANDINGS <b>1</b>				
GRADING S=SATISFACTORY U=UNSAT (REQUIRES COMMENT) N=NOT OBSERVED N/A=NOT APPLICABLE B=BRIEFED				
<b>PERSONAL ITEMS</b>		<b>ENROUTE / CRUISE</b>		<b>OCEANIC &amp; LRN PROCEDURES</b>
1. Uniform Appearance	- S	20. Adherence to Clearance	- S	41. Outbd. Gateway Check / Proced.
2. Manuals / Flight Materials	- S	21. Use of Nav Aids	- S	42. Enroute Clearance / Logging
3. Oxygen Preflight / Use	- S	22. Enroute Radar Procedures	- S	43. Check Flt Plan vs Assigned Rte.
<b>PREFLIGHT</b>		23. Cruise Procedures		44. Plotting Chart Procedures
4. Flight Planning	- S	- Manual Entries	- S	45. HF Communication Procedures
5. Forms / Logbook	- S	- Fuel / Time Score	- S	46. LRN Updating Procedures
6. Exterior/Interior Inspection	- S	24. Communication Procedures	- S	47. Approaching WPT Procedures
7. Performance Computations	- S	25. Route Changes		48. Crossing WPT Procedures
8. Weight & Balance	- S	- LRN Data Entry/Crosscheck	- S	49. After Crossing WPT Procedures
9. Track Message Received	- NA	- Log Changes on Flt Plan	- S	50. Position Report Procedures
- Checked Against Flight Plan		<b>DESCENT / APPROACH / LDG</b>		51. Enroute Wx Checks (Dest / All)
10. Notams Received / Analyzed	- S	26. Descent Planning	- S	52. * Re-Release Procedures
11. Computer Flight Plan Checked	- S	27. Altitude/Speed Control	- S	53. * LRN Malfunction Procedures
12. LRN: <input type="checkbox"/> LTN92 <input checked="" type="checkbox"/> FMS <input type="checkbox"/> UN1	- S	28. Aircraft Configuration	- S	54. Diversion Planning
13. LRN Setup		29. Altitude/Airspeed Control	- S	* Loss of Engine(s)
- Initial Position	- S	30. Holding Procedures	- S	* Loss of Pressurization
- Waypoints Entered	- S	31. Approach Compliance	- S	* Loss of Comm. (VHF/HF)
- Waypoints Crosschecked	- S	32. Stabilized Approach	- S	* Leaving Track System
- Systems Tests	- S	33. Pilot Flying <input checked="" type="checkbox"/> PIC <input type="checkbox"/> FO	- S	55. Class II Navigation
<b>BEFORE TAKEOFF</b>		34. Type Appr. <input checked="" type="checkbox"/> IFR <input type="checkbox"/> VFR	- S	56. Use of AIREP Form
14. Engine Start / Taxi Procedures	- S	35. Missed Approach	- S	57. Radar Mapping
15. Clearance & Briefing	- S	36. Landing	- S	<b>POST FLIGHT PROCEDURES</b>
16. Pre-Dep. LRN & Taxi Checks	- S	37. Crew Coordination	- S	58. * Accuracy Checks / Recording
<b>DEPARTURE</b>		38. Use of Checklists	- S	59. * LRN System Shutdown
17. Takeoff Procedures	- S	39. Flight Management	- S	<b>OCEANIC QUALIFICATION</b>
18. Takeoff Profile	- S	40. Judgment	- S	Atlantic / MNPS Qual <input type="checkbox"/> YES <input type="checkbox"/> NO
19. Departure / SID Compliance	- S	* Items may be briefed		Pacific Qualified <input type="checkbox"/> YES <input type="checkbox"/> NO
<b>QUALIFICATION RESULTS:</b> Check A (that may apply) <input type="checkbox"/> CAPT OE COMPLETE <input type="checkbox"/> CAPT OE INCOMPLETE (Qualified as First Officer Only) <input type="checkbox"/> LTN92 QUALIFIED <input type="checkbox"/> UN1 QUALIFIED <input type="checkbox"/> FIRST OFFICER OE COMPLETE <input type="checkbox"/> PEGASUS QUALIFIED <input type="checkbox"/> LEGACY QUALIFIED <input checked="" type="checkbox"/> EFIS QUALIFIED <input checked="" type="checkbox"/> RVSM QUALIFIED <input type="checkbox"/> PACIFIC TRACKS QUALIFIED <input checked="" type="checkbox"/> HONEYWELL FMS QUALIFIED <input type="checkbox"/> N. ATLANTIC / MNPS QUALIFIED				
(Check the following only for completion of an Appendix F Proficiency Check) <input type="checkbox"/> 2 LDGS Observed, Appendix F Proficiency Check Completed				
<b>REMARKS:</b> <b>LINE OBSERVATION CONDUCTED AND DEEMED PROFICIENT IN ORDER TO EXTEND CKS TO 150 DAYS</b>				
Overall Line Check <input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> Unsatisfactory		Student Signature: [REDACTED]		
I CERTIFY THAT THE ABOVE LINE CHECK WAS ADMINISTERED AS SHOWN AND THE RESULTS ARE AS INDICATED				
CHECK AIRMAN NAME (Print) <b>JOSEPH CALVET</b>	EMP # <b>10332</b>	FAA OBSERVER NAME (Print)		FAA ID #:
CHECK AIRMAN SIGNATURE [REDACTED]		FAA OBSERVER SIGNATURE: [REDACTED]		
Completion Certified by Director of Training and Standards				
Printed Name <b>Trujano, Adam</b>		Signature [REDACTED]		



## PILOT CONSOLIDATION OF KNOWLEDGE & SKILLS

*\* BLOCK TIMES ARE ACTUAL BUT ACCUM TIME IS TIME AT CONTROLS*

Pilot Name (Last, First, MI) <b>HASLER, BRAD E</b>	Emp #: <b>10070</b>	Aircraft Model: <input type="checkbox"/> DC8 <input type="checkbox"/> B757 <input checked="" type="checkbox"/> B747	Position: <input checked="" type="checkbox"/> CAPT <input type="checkbox"/> FO	This is Page <u>1</u> of <u>2</u> Pages
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Pilots MUST acquire at least 100 hours (including operating experience OE) of line operating flight time within 120 days after the satisfactory completion of a proficiency check. 14 CFR 121.434(g) NOTE: Normally, Part 91 flights can NOT be counted towards Consolidation of Knowledge required hours.

Contact the Director of Training and Standards for an extension of time if more than 100 days have elapsed since completion of the Proficiency Check and Consolidation of Knowledge is not complete.

Action taken to extend the time for Consolidation of Knowledge and Skills: On (date) _____, I administered a		
<input type="checkbox"/> Line Check	<input type="checkbox"/> Simulator PT	<input type="checkbox"/> Simulator PC for the following purpose:
<input type="checkbox"/> To extend the Airman's Consolidation of Knowledge period from 120 to 150 days		
Instructor/Check Airman Name (Print)	Instructor/Check Airman Signature	Emp #

Date	FLT #	AC #	DEP	ARR	Block Out	Block In	Block Time *	Accum Block Time
8-1-12	2005	N919CA	KYIP	KSEA	18:20	22:42	4.4	0044
8-2-12	2005	N919CA	KSEA	EINN	13:34	21:52	6.5	0110
8-5-12	2011	N919CA	OKBK	OMDW	15:43	17:19	1.6	0122
8-8-12	2019	N919CA	OMDW	OAIK	00:13	03:20	3.1	0155
8-8-12	2019	N919CA	OAIK	OKAK	06:53	08:27	1.6	0171
8-8-12	2019	N919CA	OKAK	OKBK	11:51	15:34	1.8	0189
8-8-12	2019	N919CA	OKBK	OMDW	20:13	21:45	1.5	0204
8-10-12	2025	N919CA	OAMS	OMDU	08:16	11:42	3.4	0238
8-15-12	2038	N919CA	OMDW	EVRA	19:24	01:13	2.0	0258
8-19-12	2039	N919CA	EINN	OKAK	6:31	15:10	5.0	0308
8-20-12	2119	N919CA	ELSB	KPAM	21:31	7:53	10.4	0418
9-8-12	2174	N949CA	KMEM	KEWR	07:05	09:27	2.4	0442
9-9-12	2175	N949CA	KEWR	OBBI	18:39	06:35	7.9	0521
9-9-12	2177	N949CA	OBBI	OMDW	08:34	10:03	1.5	0536
9-13-12	2173	N949CA	EVRA	OAIK	05:15	11:23	2.0	0556
9-13-12	2173	N949CA	OAIK	OAIK	16:37	18:12	1.6	0572
9-13-12	2173	N949CA	OAIK	EVRA	19:26	02:17	2.7	0599

I certify the above Consolidation of Knowledge and Skills	Pilot Signature:
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Completion Certified by Director of Training and Standards

Printed Name: <b>Puryear, Alan</b>	Signature:
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*\* TIME AT CONTROLS*



# PILOT CONSOLIDATION OF KNOWLEDGE & SKILLS

\*BLOCK TIMES ARE ACTUAL BUT ACCUM TIME IS TIME AT CONTROLS

Pilot Name (Last, First, MI) <b>HASLER, BRAD, E</b>	Emp #: <b>10070</b>	Aircraft Model: <input type="checkbox"/> DC8 <input checked="" type="checkbox"/> B757 <input checked="" type="checkbox"/> B747	Position: <input checked="" type="checkbox"/> CAPT <input type="checkbox"/> FO	This is Page <b>2</b> of <b>2</b> Pages
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Pilots MUST acquire at least 100 hours (including operating experience OE) of line operating flight time within 120 days after the satisfactory completion of a proficiency check. 14 CFR 121.434(g) NOTE: Normally, Part 91 flights can NOT be counted towards Consolidation of Knowledge required hours.

Contact the Director of Training and Standards for an extension of time if more than 100 days have elapsed since completion of the Proficiency Check and Consolidation of Knowledge is not complete.

Action taken to extend the time for Consolidation of Knowledge and Skills: On (date) **10-18-12**, I administered a

Line Check  Simulator PT  Simulator PC for the following purpose:

To extend the Airman's Consolidation of Knowledge period from 120 to 150 days

Instructor/Check Airman Name (Print) <b>JOSEPH CALUET</b>	Instructor/Check Airman Signature 	Emp # <b>10332</b>
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Date	FLT #	AC #	DEP	ARR	Block Out	Block In	Block Time	Accum Block Time
9-18-12	2194	N952CA	KBIF	EGPK	15:21	23:57	8.6	0068 0
9-17-12	2193	N952CA	KORD	KBIF	21:13	01:02	3.8	0071 8
9-29-12	2232	N919CA	KWRR	PANC	00:27	07:33	7.1	0078 9
9-30-12	2232	N919CA	PANC	RJSM	00:53	08:08	7.2	0086 1
10-1-12	2233	N919CA	<sup>RKSO</sup> RODN	RODN	00:20	02:45	2.4	0088 5
10-18-12	2284	N952CA	OAZI	OAFX	19:50	21:33	1.7	0090 2
10-21-12	2289	N952CA	OKBK	OMDW	01:47	03:22	1.6	0091 8
10-25-12	2300	N949CA	OAKN	OAKB	09:35	10:44	1.2	0093 0
10-25-12	2300	N949CA	OAKB	OMAM	16:15	19:48	3.7	0096 7
11-2-12	2314	N919CA	OAKN	EVRA	09:31	15:57	6.4	0103 1
11-4-12	2329	N919CA	EVRA	OAFX	21:52	03:52	6.0	0109 1
11-11-12	2335	N949CA	OKBK	OJAQ	19:40	22:24	2.7	0111 8
11-12-12	2339	N949CA	OJAQ	OMDW	00:41	03:39	3.0	0114 8
11-6-12	2452	N949CA	LICZ	KRFD	02:47	05:03	7.8	0122 6
11-12-12	2541	N949CA	OAKN	EVRA	05:35	12:18	6.7	0129 3
					:	:	.	00
					:	:	.	00

I certify the above Consolidation of Knowledge and Skills	Pilot Signature:
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Completion Certified by Director of Training and Standards

Printed Name: <b>Preyer, Adam</b>	Signature: 
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## PILOT PROFICIENCY CHECK

PILOT NAME (LAST, FIRST, MI) <i>Brokaw, Jamie, L</i>		POS: <input type="checkbox"/> CAPT <input checked="" type="checkbox"/> FO	EMP # <i>10222</i>	A/C TYPE: <input checked="" type="checkbox"/> DC-8 <input type="checkbox"/> B-757	DATE <i>3.22.11</i>
PILOT CERTIFICATE #: [REDACTED]		CERTIFICATE TYPE: <input type="checkbox"/> ATP <input checked="" type="checkbox"/> COMM	PHYSICAL DATE: <i>3.3.2010</i>	PHYSICAL CLASS: <input checked="" type="checkbox"/> FIRST <input type="checkbox"/> SECOND <input type="checkbox"/> THIRD	
SIMULATOR # <i>300</i>	SIMULATOR LOCATION <i>KILN</i>	BLOCK TIME <i>4+00</i>	THIS CHECK IAW APPENDIX: <input type="checkbox"/> APP F&H (B757) <input checked="" type="checkbox"/> APP F (DC-8)		
REASON FOR CHECK: <input checked="" type="checkbox"/> INITIAL or UPGRADE PC <input checked="" type="checkbox"/> ANNUAL PC (PIC/SIC) <input type="checkbox"/> SIX MONTH PC (PIC) <input type="checkbox"/> REQUALIFICATION <input type="checkbox"/> RANDOM (Does not reset Base Month) <input type="checkbox"/> TO RE-INDEX BASE MO. <input type="checkbox"/> OTHER:					
GRADING: <b>S</b> = SATISFACTORY <b>U</b> = UNSATISFACTORY (REQUIRES COMMENT) <b>NA</b> = NOT APPLICABLE <b>(W)</b> = CAN BE WAIVED <b>W</b> = IS WAIVED					
<b>PREFLIGHT</b>			18. Engine-Out Missed Approach <i>S</i>		
1. Oral Exam (Date & Examiner Name Required Below) <i>S</i>			19. Rejected Landing into Missed Approach <i>S</i>		
2. Preflight Inspection – Exterior: <input checked="" type="checkbox"/> Pictorial <input type="checkbox"/> Aircraft <i>S</i>			<b>INFLIGHT MANEUVERS</b>		
3. Preflight Inspection – Interior Cockpit Setup <i>S</i>			20. Steep Turns <b>(W)</b>		
4. Starts Normal / Abnormal <i>S</i>			21. Approaches To Stalls <b>2 of 3 (W)</b> (One Must Be In A Turn)		
5. Taxi Technique & Procedures <i>S</i>			<input checked="" type="checkbox"/> Take-Off Configuration <i>S</i>		
6. Power Plant Checks <i>S</i>			<input checked="" type="checkbox"/> Clean Configuration <i>S</i>		
<b>TAKEOFF</b>			<input type="checkbox"/> Landing Configuration <i>W</i>		
7. Normal <i>600 S</i>			22. Recovery From Unusual Attitudes <i>S</i>		
8. Instrument (RVR-600) <i>S</i>			23. Engine Failure <i>S</i>		
9. Crosswind (Note 7 & 8 May Be Combined) <i>S</i>			<b>LANDING</b>		
10. Engine Failure After V1 <i>S</i>			24. Normal <i>S</i>		
11. Rejected Take-Off <i>S</i>			25. From ILS <i>S</i>		
<b>INSTRUMENT PROCEDURES</b>			26. Crosswind <i>S</i>		
12. <input checked="" type="checkbox"/> Area Departure <input type="checkbox"/> Area Arrival (One Required) <i>S</i>			27. One Engine Inop Landing (DC-8) <i>S</i>		
13. Holding <b>(W)</b> <i>S</i>			28. <input type="checkbox"/> 1 Eng Inop Land (B757) <input type="checkbox"/> 2 Eng Inop Land (DC-8) <i>W</i>		
14. Precision Approaches (Two Required)			29. Rejected Landing <i>S</i>		
<input checked="" type="checkbox"/> Normal ILS <i>S</i>			<b>PROCEDURES</b>		
<input checked="" type="checkbox"/> Engine Out ILS (Manual) <i>S</i>			30. Normal <i>S</i>		
<input type="checkbox"/> GCA (Precision) <i>W</i>			31. Abnormal <i>S</i>		
15. Normal ILS (Coupled or Manual) to 100' & RVR 1800 <i>S</i>			32. Emergency <i>S</i>		
16. Non-Precision Approaches (2 Req'd) Second Approach = <b>(W)</b>			33. Windshear – Takeoff <input type="checkbox"/> Prior VR <input type="checkbox"/> After VR <i>NA</i>		
<input type="checkbox"/> GCA (Non-Precision) <i>W</i>			34. Windshear - Approach <input type="checkbox"/> Go Around <input type="checkbox"/> Landing <i>NA</i>		
<input checked="" type="checkbox"/> VOR <i>S</i>			35. Use of Checklists <i>S</i>		
<input checked="" type="checkbox"/> LOC <input type="checkbox"/> LOC B/C <i>S</i>			36. Crew Resource Management (CRM) <i>S</i>		
<input type="checkbox"/> RNAV/VNAV/LNAV <i>W</i>			37. Call Outs / Profiles <i>S</i>		
17. Missed Approach (ILS) <i>S</i>			38. Judgment <i>S</i>		
LANDING CURRENCY UPDATED WITH <u>3</u> LANDINGS					
ORAL EXAM DATE: <i>3.21.11</i>			ADMINISTERED BY: <i>Barnes</i>		
REMARKS: <i>INITIAL DC-8 PC</i>					
COPY					
<b>CONSOLIDATION OF KNOWLEDGE &amp; SKILLS:</b> This Check administered for the purpose of: (check one below) (Leave boxes blank if N/A) <input type="checkbox"/> To extend the Airman's Consolidation period from 120 to 150 days after the original Proficiency Check					
Overall Performance <input checked="" type="checkbox"/> SATISFACTORY <input type="checkbox"/> UNSATISFACTORY			Student Signature: [REDACTED]		
<b>I CERTIFY THAT THE ABOVE CHECK WAS ADMINISTERED AS INDICATED AND THE OVERALL PERFORMANCE WAS AS SHOWN.</b>					
INSTRUCTOR / CHK AMN NAME (Print): <i>Jon Wiesinger</i>		EMP #: <i>10087</i>	FAA OBSERVER NAME (Print): <i>R JOHN PAULY</i>		FAA ID #: <i>3256528</i>
INSTRUCTOR / CHK AMN SIGNATURE: [REDACTED]		FAA OBSERVER SIGNATURE: [REDACTED]			

PILOT NAME (LAST, FIRST, MI) <b>BROKAW, JAMIE, L</b>		POS: <input type="checkbox"/> CAPT <input checked="" type="checkbox"/> FO	EMP # <b>10222</b>	A/C TYPE: <input checked="" type="checkbox"/> DC-8 <input type="checkbox"/> B-757	DATE <b>3-28-11</b>
PILOT CERTIFICATE #: <b>[REDACTED]</b>		CERTIFICATE TYPE: <input type="checkbox"/> ATP <input checked="" type="checkbox"/> COMM		PHYSICAL DATE: <b>3-28-11</b>	PHYSICAL CLASS: <input checked="" type="checkbox"/> FIRST <input type="checkbox"/> SECOND <input type="checkbox"/> THIRD
SIM LOC:	SIM #	A/C TAIL # <b>N 865F</b>	A/C LOCATION <b>KTOL</b>	BLOCK TIME <b>3.1</b>	THIS TRAINING IAW APPENDIX: <input type="checkbox"/> APP H (B757 SIM) <input checked="" type="checkbox"/> APP E (DC-8)
REASON FOR TRAINING: <input checked="" type="checkbox"/> AIRCRAFT PORTION TO COMPLETE A PC <input type="checkbox"/> SIX MONTH PT (PIC) <input type="checkbox"/> WARM-UP PRIOR PC (PIC / SIC) <input type="checkbox"/> REQUAL <input type="checkbox"/> RECENCY OF EXPERIENCE / LDG CURRENCY <input type="checkbox"/> RIGHT SEAT DEPENDENCY TNG (PIC) <input type="checkbox"/> EXTEND CONSOLIDATION SKILLS TIME					
GRADING: <b>S</b> = SATISFACTORY <b>U</b> = UNSATISFACTORY (REQUIRES COMMENT) <b>NA</b> = NOT APPLICABLE <b>(W)</b> = CAN BE WAIVED <b>W</b> = IS WAIVED					
<b>PREFLIGHT</b>			18. Engine-Out Missed Approach		
1. Oral Exam (Date & Examiner Name Required Below)			19. Rejected Landing into Missed Approach		
2. Preflight Inspection - Exterior: <input type="checkbox"/> Pictorial <input checked="" type="checkbox"/> Aircraft <b>S</b>			<b>INFLIGHT MANEUVERS</b>		
3. Preflight Inspection - Interior Cockpit Setup			20. Steep Turns <b>(W)</b>		
4. Starts Normal / Abnormal <b>S</b>			21. Approaches To Stalls <b>2 of 3 (W)</b> (One Must Be In A Turn)		
5. Taxi Technique & Procedures <b>S</b>			<input type="checkbox"/> Take-Off Configuration		
6. Power Plant Checks			<input type="checkbox"/> Clean Configuration		
<b>TAKEOFF</b>			<input type="checkbox"/> Landing Configuration		
7. Normal <b>S</b>			22. Recovery From Unusual Attitudes		
8. Instrument (RVR 500)			23. Engine Failure		
9. Crosswind (Note 7 & 8 May Be Combined) <b>S</b>			<b>LANDING</b>		
10. Engine Failure After VI			24. Normal <b>S</b>		
11. Rejected Take-Off			25. From ILS <b>S</b>		
<b>INSTRUMENT PROCEDURES</b>			26. Crosswind <b>S</b>		
12. <input type="checkbox"/> Area Departure <input type="checkbox"/> Area Arrival (One Required)			27. One Engine Inop Landing (DC-8) <b>S</b>		
13. Holding <b>(W)</b>			28. <input type="checkbox"/> 1 Eng Inop Land (B757) <input type="checkbox"/> 2 Eng Inop Land (DC-8)		
14. Precision Approaches (Two Required)			29. Rejected Landing <b>S</b>		
<input checked="" type="checkbox"/> Normal ILS <b>S</b>			<b>PROCEDURES</b>		
<input checked="" type="checkbox"/> Engine Out ILS (Manual) <b>S</b>			30. Normal <b>S</b>		
<input type="checkbox"/> GCA (Precision)			31. Abnormal		
15. Normal ILS (Coupled or Manual) to 100' & RVR 1800			32. Emergency <b>S</b>		
16. Non-Precision Approaches (2 Req'd) Second Approach = <b>(W)</b>			33. Windshear - Takeoff <input type="checkbox"/> Prior VR <input type="checkbox"/> After VR		
<input type="checkbox"/> GCA (Non-Precision)			34. Windshear - Approach <input type="checkbox"/> Go Around <input type="checkbox"/> Landing		
<input type="checkbox"/> VOR			35. Use of Checklists <b>S</b>		
<input type="checkbox"/> LOC <input type="checkbox"/> LOC B/C			36. Crew Resource Management <b>S</b>		
<input type="checkbox"/> RNAV/VNAV/LNAV			37. Call Outs / Profiles <b>S</b>		
17. Missed Approach (ILS) <b>S</b>			38. Judgment <b>S</b>		
<b>LANDING CURRENCY</b>					
<input checked="" type="checkbox"/> LANDING CURRENCY RE-ESTABLISHED WITHIN 90 DAYS WITH REGULAR CREW 14 CFR 121.439 (a)					
<input type="checkbox"/> LANDING CURRENCY & MANEUVERS RE-ESTABLISHED BEYOND 90 DAYS WITH CHECK AIRMAN 14 CFR 121.439 (b)					
ORAL EXAM DATE:			ADMINISTERED BY:		
REMARKS: <b>Aircraft Take offs and Landings To complete PC</b>					
<b>COPY</b>					
CONSOLIDATION OF KNOWLEDGE & SKILLS: This Training administered for the purpose of: (Leave box blank if N/A)					
<input type="checkbox"/> To extend the Airman's Consolidation period from 120 to 150 days after the original Proficiency Check					
Overall Performance			Student Signature:		
<input checked="" type="checkbox"/> SATISFACTORY <input type="checkbox"/> UNSATISFACTORY			<b>[REDACTED]</b>		
I CERTIFY THAT THE ABOVE CHECK WAS ADMINISTERED AS INDICATED AND THE OVERALL PERFORMANCE WAS AS SHOWN.					
INSTRUCTOR / CHK AMN NAME (Print): <b>BRAD E HASLER</b>		EMP #: <b>10070</b>	FAA OBSERVER NAME (Print): <b>R. JOHN PAUL</b>		FAA ID #: <b>3256528</b>
INSTRUCTOR / CHK AMN SIGNATURE: <b>[REDACTED]</b>			FAA OBSERVER SIGNATURE: <b>[REDACTED]</b>		

## ADDITIONAL TRAINING RECORD

National Airlines shall provide additional training as necessary to ensure competency of all crew members. Additional training shall be provided whenever there is a significant change in operations specifications, operations procedures, company paperwork, company manuals, aircraft configuration, emergency procedures, or the Director of Training deems additional training is necessary to ensure competence.

Student Name (Print Last, First, MI) <b>BROKAW, JAMIE, L</b>	EMP # <b>10222</b>	AIRCRAFT TYPE <b>DC8 73</b>
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Training for Position:     CAPT     FO     FE     Other \_\_\_\_\_

### EFIS Differences Training

<input type="checkbox"/> Aircraft	<input checked="" type="checkbox"/> Static	Date:	Tail # or Sim #	Static Location:	Hrs Required:	Hrs Completed:
<input type="checkbox"/> Simulator	<input type="checkbox"/> Enroute	<b>4-17-11</b>	<b>N155CA</b>	<b>KHSV</b>	<b>2.0</b>	<b>2.0</b>

If Enroute: \_\_\_\_\_ From: \_\_\_\_\_ To: \_\_\_\_\_ Trip # \_\_\_\_\_

### Reason for Other Additional Training:

*Required static training for EFIS and LTN 92.*

### Training Location

<input type="checkbox"/> Class / CBT	Location:	Date:	Hrs Required:	Hrs Completed:
<input type="checkbox"/> FTD / CPT	Location:	Date:	Hrs Required:	Hrs Completed:
<input type="checkbox"/> Simulator	Location:	Date:	Hrs Required:	Hrs Completed:
<input checked="" type="checkbox"/> Aircraft	Tail #: <b>N155CA</b>	Date: <b>4-17-11</b>	Hrs Required: <b>2.0</b>	Hrs Completed: <b>2.0</b>

Instructor Remarks / Recommendation:

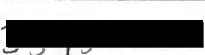

CC COPY

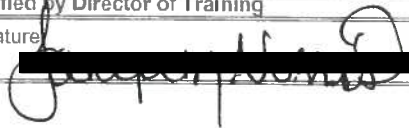
I certify the training indicated was completed as shown.

Student  IS Qualified in the Subject Matter or Equipment     Student Proficiency Not Required - Familiarization Only

Instructor Name (Print): <b>BRAD HASLER</b>	Instructor Signature: 	Emp # <b>10270</b>
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Instructor's signature attests to the fact that the training was administered on the date indicated. The instructor's signature does not certify the student is proficient or qualified on that date unless the instructor's comments and the grade entered so indicate.

Student Certification: 	Student Signature: 
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Training Completion Certified by Director of Training	
Printed Name: <b>Tamara Morris, designer</b>	Signature: 



## ADDITIONAL TRAINING RECORD

National Airlines shall provide additional training as necessary to ensure competency of all crew members. Additional training shall be provided whenever there is a significant change in operations specifications, operations procedures, company paperwork, company manuals, aircraft configuration, emergency procedures, or the Director of Training deems additional training is necessary to ensure competence.

Student Name (Print Last, First, MI) <b>BROGAN, JAMIE, L</b>	EMP # <b>10222</b>	AIRCRAFT TYPE <b>DC873</b>
Training for Position: <input type="checkbox"/> CAPT <input checked="" type="checkbox"/> FO <input type="checkbox"/> FE <input type="checkbox"/> Other _____		

### EFIS Differences Training

<input checked="" type="checkbox"/> Aircraft	<input type="checkbox"/> Static	Date:	Tail # or Sim #	Static Location:	Hrs Required:	Hrs Completed:
<input type="checkbox"/> Simulator	<input checked="" type="checkbox"/> Enroute	<b>4-19-11</b>	<b>N155CA</b>	<b>N/A</b>	<b>2 LEGS</b>	<b>1 LEG</b>

If Enroute:    From: **KNSV**    To: ~~KNSV~~ **KLAD**    Trip # **1444**

### Reason for Other Additional Training:

**One of two legs of observation of EFIS and LTN 72 per LOA with FAA complete. One more leg required.**

### Training Location

<input type="checkbox"/> Class / CBT	Location:	Date:	Hrs Required:	Hrs Completed:
<input type="checkbox"/> FTD / CPT	Location:	Date:	Hrs Required:	Hrs Completed:
<input type="checkbox"/> Simulator	Location:	Date:	Hrs Required:	Hrs Completed:
<input checked="" type="checkbox"/> Aircraft	Tail #:	Date:	Hrs Required:	Hrs Completed:
	<b>N155CA</b>	<b>4-19-11</b>	<b>2 Legs</b>	<b>1 Leg</b>

Instructor Remarks / Recommendation:

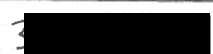

9c COPY

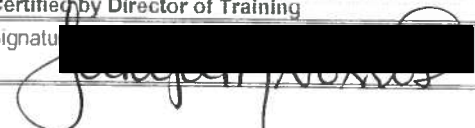
I certify the training indicated was completed as shown.

Student  IS Qualified in the Subject Matter or Equipment     Student Proficiency Not Required - Familiarization Only

Instructor Name (Print): <b>BRAD HASLER</b>	Instructor Signature: 	Emp # <b>10070</b>
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Instructor's signature attests to the fact that the training was administered on the date indicated. The instructor's signature does not certify the student is proficient or qualified on that date unless the instructor's comments and the grade entered so indicate.

Student Certification: 	Student Signature: 
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Training Completion Certified by Director of Training	
Printed Name: <b>Taryam Norris designee</b>	Signature: 

**ADDITIONAL TRAINING RECORD**

National Airlines shall provide additional training as necessary to ensure competency of all crew members. Additional training shall be provided whenever there is a significant change in operations specifications, operations procedures, company paperwork, company manuals, aircraft configuration, emergency procedures, or the Director of Training deems additional training is necessary to ensure competence.

Student Name (Print Last, First, MI) <b>BREKAW, JAMIE L</b>		EMP # <b>10222</b>	AIRCRAFT TYPE <b>DCR73</b>	
Training for Position: <input type="checkbox"/> CAPT <input checked="" type="checkbox"/> FO <input type="checkbox"/> FE <input type="checkbox"/> Other _____				
<b>EFIS Differences Training</b>				
<input checked="" type="checkbox"/> Aircraft	<input type="checkbox"/> Static	Date:	Tail # or Sim #	Static Location:
<input type="checkbox"/> Simulator	<input checked="" type="checkbox"/> Enroute	<b>4-20-11</b>	<b>N155CA</b>	<b>N/A</b>
Hrs Required:		Hrs Completed:		
<b>2 Legs</b>		<b>2 Legs</b>		
If Enroute:		From: <b>MAT F KLD</b>	To: <b>KYEP KORD</b>	Trip # <b>1444</b>
Reason for Other Additional Training: <b>GH</b>				
<b>Second observation leg complete. Jamie has completed the two legs of observation of EFIS and LTAL 92. He is ready to train to proficiency per LOA with the FAA.</b>				
<b>Training Location</b>				
<input type="checkbox"/> Class / CBT	Location:	Date:	Hrs Required:	Hrs Completed:
<input type="checkbox"/> FTD / CPT	Location:	Date:	Hrs Required:	Hrs Completed:
<input type="checkbox"/> Simulator	Location:	Date:	Hrs Required:	Hrs Completed:
<input checked="" type="checkbox"/> Aircraft	Tail #:	Date:	Hrs Required:	Hrs Completed:
	<b>N155CA</b>	<b>4-20-11</b>	<b>2 Legs</b>	<b>2 Legs</b>
Instructor Remarks / Recommendation:				
<b>40 COPY</b>				
I certify the training indicated was completed as shown.				
Student <input type="checkbox"/> IS Qualified in the Subject Matter or Equipment			Student Proficiency Not Required - Familiarization Only <input checked="" type="checkbox"/>	
Instructor Name (Print): <b>Brad Hasker</b>		Instructor Signature:		Emp #

Instructor's signature attests to the fact that the training was administered on the date indicated. The instructor's signature does not certify the student is proficient or qualified on that date unless the instructor's comments and the grade entered so indicate.

Student Certification:	Student Signature:
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<b>Training Completion Certified by Director of Training</b>	
Printed Name: <b>Taryam Norris, designer</b>	Signature:

**PILOT OPERATING EXPERIENCE**

OE PILOT NAME (Last, First, MI) <b>BROKAW, JAMIE, L</b>	EMP #: <b>10222</b>	This is page <u>3</u> of <u>3</u> pages
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DATE <b>5-8-11</b>	ACFT NO. <b>NISSCA</b>	Flt # <b>1462</b>	From <b>KPHL</b>	To <b>OLBA</b>	Block Time <b>11.2</b>	Total OE Time <b>35.8</b>	A/C TYPE/MODEL: <b>AC8-73</b>
OE Pilot <input type="checkbox"/> PIC as <input checked="" type="checkbox"/> SIC	OE Pilot Duty This Leg: <input type="checkbox"/> Pilot Monitoring	<input checked="" type="checkbox"/> Pilot Flying	Landing This Leg Made By:	<input checked="" type="checkbox"/> OE Pilot <input type="checkbox"/> Check Airman	Total Landings by OE Pilot: <b>7</b>		<input checked="" type="checkbox"/> Each Box when Completed:
REMARKS: <b>NORTH ATLANTIC CROSSING. ALL COMPANY PROCEDURES COVERED. VERY GOOD JOB WITH POSITION REPORTS AND FLIGHT PLAN/PLOTTING CHARTS FOR 1ST TIME.</b>							<input type="checkbox"/> Logbook Proced. <input type="checkbox"/> PM Duties <input type="checkbox"/> LRN Procedures <input type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input type="checkbox"/> UN1 Qualified <input checked="" type="checkbox"/> LTN92 Qualified <input checked="" type="checkbox"/> MNPS Qualified <input type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input type="checkbox"/> OE Complete
Check Airman Name (PRINT): <b>JEREMY LIPKA</b>			EMP # <b>10063</b>	Check Airman Signature:			
FAA Observer Name:		FAA Signature			FAA ID #		

DATE <b>5-10-11</b>	ACFT NO. <b>NISSCA</b>	Flt # <b>1462</b>	From <b>OLBA</b>	To <b>EBLG</b>	Block Time <b>5.0</b>	Total OE Time <b>40.8</b>	A/C TYPE/MODEL: <b>AC8-73</b>
OE Pilot <input type="checkbox"/> PIC as <input checked="" type="checkbox"/> SIC	OE Pilot Duty This Leg: <input type="checkbox"/> Pilot Monitoring	<input checked="" type="checkbox"/> Pilot Flying	Landing This Leg Made By:	<input checked="" type="checkbox"/> OE Pilot <input type="checkbox"/> Check Airman	Total Landings by OE Pilot: <b>8</b>		<input checked="" type="checkbox"/> Each Box when Completed:
REMARKS: <b>EFIS LINE CHECK AND COMPLETION OF OE. GOOD UNDERSTANDING OF THE SYSTEM + GLASS. CALLOUTS, FLYING, + SITUATIONAL AWARENESS EXCELLENT.</b>							<input type="checkbox"/> Logbook Proced. <input type="checkbox"/> PM Duties <input type="checkbox"/> LRN Procedures <input type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input type="checkbox"/> UN1 Qualified <input type="checkbox"/> LTN92 Qualified <input type="checkbox"/> MNPS Qualified <input checked="" type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input checked="" type="checkbox"/> OE Complete
Check Airman Name (PRINT): <b>JEREMY LIPKA</b>			EMP # <b>10063</b>	Check Airman Signature:			
FAA Observer Name:		FAA Signature			FAA ID #		

DATE	ACFT NO. <b>N</b>	Flt #	From	To	Block Time	Total OE Time	A/C TYPE/MODEL:
OE Pilot <input type="checkbox"/> PIC as <input type="checkbox"/> SIC	OE Pilot Duty This Leg: <input type="checkbox"/> Pilot Monitoring	<input type="checkbox"/> Pilot Flying	Landing This Leg Made By:	<input type="checkbox"/> OE Pilot <input type="checkbox"/> Check Airman	Total Landings by OE Pilot:		<input checked="" type="checkbox"/> Each Box when Completed:
REMARKS:							<input type="checkbox"/> Logbook Proced. <input type="checkbox"/> PM Duties <input type="checkbox"/> LRN Procedures <input type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input type="checkbox"/> UN1 Qualified <input type="checkbox"/> LTN92 Qualified <input type="checkbox"/> MNPS Qualified <input type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input type="checkbox"/> OE Complete
Check Airman Name (PRINT):			EMP #	Check Airman Signature:			
FAA Observer Name:		FAA Signature			FAA ID #		

COPY

DATE	ACFT NO. <b>N</b>	Flt #	From	To	Block Time	Total OE Time	A/C TYPE/MODEL:
OE Pilot <input type="checkbox"/> PIC as <input type="checkbox"/> SIC	OE Pilot Duty This Leg: <input type="checkbox"/> Pilot Monitoring	<input type="checkbox"/> Pilot Flying	Landing This Leg Made By:	<input type="checkbox"/> OE Pilot <input type="checkbox"/> Check Airman	Total Landings by OE Pilot:		<input checked="" type="checkbox"/> Each Box when Completed:
REMARKS:							<input type="checkbox"/> Logbook Proced. <input type="checkbox"/> PM Duties <input type="checkbox"/> LRN Procedures <input type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input type="checkbox"/> UN1 Qualified <input type="checkbox"/> LTN92 Qualified <input type="checkbox"/> MNPS Qualified <input type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input type="checkbox"/> OE Complete
Check Airman Name (PRINT):			EMP #	Check Airman Signature:			
FAA Observer Name:		FAA Signature			FAA ID #		

OE Pilot Certification: I certify that the above training has been received.	OE Pilot Signature: 
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**PILOT OPERATING EXPERIENCE**

OE PILOT NAME (Last, First, MI) <i>BROKAW, JAMIE, L</i>	EMP #: <i>10222</i>	This is page <u>2</u> of <u>3</u> pages
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DATE <i>4-29-11</i>	ACFT NO. <i>N9725J</i>	Flt # <i>1449</i>	From <i>KYEP</i>	To <i>KCVG</i>	Block Time <i>1.5</i>	Total OE Time <i>18.9</i>	A/C TYPE/MODEL: <i>ACB-71</i>
OE Pilot as <input type="checkbox"/> PIC <input checked="" type="checkbox"/> SIC	OE Pilot Duty This Leg: <input type="checkbox"/> Pilot Flying <input checked="" type="checkbox"/> Pilot Monitoring	Landing This Leg Made By: <input type="checkbox"/> OE Pilot <input checked="" type="checkbox"/> Check Airman	Total Landings by OE Pilot: <i>3</i>		<input checked="" type="checkbox"/> Each Box when Completed: <input type="checkbox"/> Logbook Proced. <input type="checkbox"/> PM Duties <input type="checkbox"/> LRN Procedures <input type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input type="checkbox"/> UN1 Qualified <input type="checkbox"/> LTN92 Qualified <input type="checkbox"/> MNPS Qualified <input type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input type="checkbox"/> OE Complete		
REMARKS: <i>1ST FLIGHT IN 70 SERIES.</i>							
Check Airman Name (PRINT): <i>JEREMY LIPKA</i>			EMP # <i>10063</i>		Check Airman Signature:		
FAA Observer Name:		FAA Signature:			FAA ID #		

DATE <i>4-29-11</i>	ACFT NO. <i>N9725J</i>	Flt # <i>1449</i>	From <i>KCVG</i>	To <i>KBOS</i>	Block Time <i>2.1</i>	Total OE Time <i>21.0</i>	A/C TYPE/MODEL: <i>DC-8-71</i>
OE Pilot as <input type="checkbox"/> PIC <input checked="" type="checkbox"/> SIC	OE Pilot Duty This Leg: <input checked="" type="checkbox"/> Pilot Flying <input type="checkbox"/> Pilot Monitoring	Landing This Leg Made By: <input checked="" type="checkbox"/> OE Pilot <input type="checkbox"/> Check Airman	Total Landings by OE Pilot: <i>4</i>		<input checked="" type="checkbox"/> Each Box when Completed: <input type="checkbox"/> Logbook Proced. <input type="checkbox"/> PM Duties <input checked="" type="checkbox"/> LRN Procedures <input type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input type="checkbox"/> UN1 Qualified <input type="checkbox"/> LTN92 Qualified <input type="checkbox"/> MNPS Qualified <input type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input type="checkbox"/> OE Complete		
REMARKS: <i>NORMAL PROGRESS</i>							
Check Airman Name (PRINT): <i>JEREMY LIPKA</i>			EMP # <i>10063</i>		Check Airman Signature:		
FAA Observer Name:		FAA Signature:			FAA ID #		

DATE <i>4-30-11</i>	ACFT NO. <i>N9725J</i>	Flt # <i>1449</i>	From <i>KBOS</i>	To <i>KCVG</i>	Block Time <i>2.5</i>	Total OE Time <i>23.5</i>	A/C TYPE/MODEL: <i>ACB-71</i>
OE Pilot as <input type="checkbox"/> PIC <input checked="" type="checkbox"/> SIC	OE Pilot Duty This Leg: <input checked="" type="checkbox"/> Pilot Flying <input type="checkbox"/> Pilot Monitoring	Landing This Leg Made By: <input checked="" type="checkbox"/> OE Pilot <input type="checkbox"/> Check Airman	Total Landings by OE Pilot: <i>5</i>		<input checked="" type="checkbox"/> Each Box when Completed: <input type="checkbox"/> Logbook Proced. <input type="checkbox"/> PM Duties <input type="checkbox"/> LRN Procedures <input checked="" type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input checked="" type="checkbox"/> UN1 Qualified <input type="checkbox"/> LTN92 Qualified <input type="checkbox"/> MNPS Qualified <input type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input type="checkbox"/> OE Complete		
REMARKS: <i>GOOD APPROACH AND LANDING. QUALIFIED ON THE UN1.</i>							
Check Airman Name (PRINT): <i>JEREMY LIPKA</i>			EMP # <i>10063</i>		Check Airman Signature:		
FAA Observer Name:		FAA Signature:			FAA ID #		

COPY

DATE <i>4-30-11</i>	ACFT NO. <i>N9725J</i>	Flt # <i>1449</i>	From <i>KCVG</i>	To <i>KYEP</i>	Block Time <i>1.1</i>	Total OE Time <i>24.6</i>	A/C TYPE/MODEL: <i>DCB-71</i>
OE Pilot as <input type="checkbox"/> PIC <input checked="" type="checkbox"/> SIC	OE Pilot Duty This Leg: <input checked="" type="checkbox"/> Pilot Flying <input type="checkbox"/> Pilot Monitoring	Landing This Leg Made By: <input checked="" type="checkbox"/> OE Pilot <input type="checkbox"/> Check Airman	Total Landings by OE Pilot: <i>6</i>		<input checked="" type="checkbox"/> Each Box when Completed: <input type="checkbox"/> Logbook Proced. <input type="checkbox"/> PM Duties <input type="checkbox"/> LRN Procedures <input type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input type="checkbox"/> UN1 Qualified <input type="checkbox"/> LTN92 Qualified <input type="checkbox"/> MNPS Qualified <input type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input type="checkbox"/> OE Complete		
REMARKS: <i>RAVIL DEPARTURE, OVERALL NICE JOB, HAS DONE A GOOD JOB WITH PAPERWORK ALSO.</i>							
Check Airman Name (PRINT): <i>JEREMY LIPKA</i>			EMP # <i>10063</i>		Check Airman Signature:		
FAA Observer Name:		FAA Signature:			FAA ID #		

OE Pilot Certification: I certify that the above training has been received.	OE Pilot Signature: 
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**PILOT OPERATING EXPERIENCE**

OE PILOT NAME (Last, First, MI) <b>BROKAW, JAMIE, L.</b>	EMP #: <b>10222</b>	This is page <u>1</u> of <u>3</u> pages
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DATE <b>4-12-11</b>	ACFT NO. <b>N865F</b>	Flt # <b>1439</b>	From <b>KYIP</b>	To <b>MMQT</b>	Block Time <b>4.2</b>	Total OE Time <b>4.2</b>	A/C TYPE/MODEL: <b>CRJ-63</b>
OE Pilot <input type="checkbox"/> PIC as <input checked="" type="checkbox"/> SIC	OE Pilot Duty This Leg: <input type="checkbox"/> Pilot Flying <input checked="" type="checkbox"/> Pilot Monitoring	Landing This Leg Made By: <input type="checkbox"/> OE Pilot <input checked="" type="checkbox"/> Check Airman		Total Landings by OE Pilot: <b>0</b>		<input checked="" type="checkbox"/> Each Box when Completed: <input checked="" type="checkbox"/> Logbook Proced. <input checked="" type="checkbox"/> PM Duties <input type="checkbox"/> LRN Procedures <input type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input type="checkbox"/> UN1 Qualified <input type="checkbox"/> LTN92 Qualified <input type="checkbox"/> MNPS Qualified <input type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input type="checkbox"/> OE Complete	
REMARKS: <b>PILOT MONITORING DUTIES WERE GOOD. RADIO WORK IS EXCELLENT AND CALLOUTS WERE EXACT.</b>							
Check Airman Name (PRINT): <b>JEREMY LIPKA</b>			EMP # <b>10063</b>		Check Airman Signature:		
FAA Observer Name:		FAA Signature			FAA ID #		

DATE <b>4-13-11</b>	ACFT NO. <b>N865F</b>	Flt # <b>1439</b>	From <b>MMQT</b>	To <b>KYIP</b>	Block Time <b>4.4</b>	Total OE Time <b>8.6</b>	A/C TYPE/MODEL: <b>CRJ-63</b>
OE Pilot <input type="checkbox"/> PIC as <input checked="" type="checkbox"/> SIC	OE Pilot Duty This Leg: <input type="checkbox"/> Pilot Flying <input checked="" type="checkbox"/> Pilot Monitoring	Landing This Leg Made By: <input checked="" type="checkbox"/> OE Pilot <input type="checkbox"/> Check Airman		Total Landings by OE Pilot: <b>1</b>		<input type="checkbox"/> Each Box when Completed: <input type="checkbox"/> Logbook Proced. <input type="checkbox"/> PM Duties <input checked="" type="checkbox"/> LRN Procedures <input type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input type="checkbox"/> UN1 Qualified <input type="checkbox"/> LTN92 Qualified <input type="checkbox"/> MNPS Qualified <input type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input type="checkbox"/> OE Complete	
REMARKS: <b>COUPLED APPROACH + AUTOPILOT USE COVERED. NORMAL PROGRESS + GOOD SITUATIONAL AWARENESS</b>							
Check Airman Name (PRINT): <b>JEREMY LIPKA</b>			EMP # <b>10063</b>		Check Airman Signature:		
FAA Observer Name:		FAA Signature			FAA ID #		

DATE <b>4-14-11</b>	ACFT NO. <b>N865F</b>	Flt # <b>1442</b>	From <b>KYIP</b>	To <b>MMQT</b>	Block Time <b>4.6</b>	Total OE Time <b>13.2</b>	A/C TYPE/MODEL: <b>CRJ-63</b>
OE Pilot <input type="checkbox"/> PIC as <input checked="" type="checkbox"/> SIC	OE Pilot Duty This Leg: <input type="checkbox"/> Pilot Flying <input checked="" type="checkbox"/> Pilot Monitoring	Landing This Leg Made By: <input checked="" type="checkbox"/> OE Pilot <input type="checkbox"/> Check Airman		Total Landings by OE Pilot: <b>2</b>		<input type="checkbox"/> Each Box when Completed: <input type="checkbox"/> Logbook Proced. <input type="checkbox"/> PM Duties <input type="checkbox"/> LRN Procedures <input type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input type="checkbox"/> UN1 Qualified <input type="checkbox"/> LTN92 Qualified <input type="checkbox"/> MNPS Qualified <input type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input type="checkbox"/> OE Complete	
REMARKS: <b>VOR APPROACH CONDUCTED INTO MMQT.</b>							
Check Airman Name (PRINT): <b>JEREMY LIPKA</b>			EMP # <b>10063</b>		Check Airman Signature:		
FAA Observer Name:		FAA Signature			FAA ID #		

DATE <b>4-15-11</b>	ACFT NO. <b>N865F</b>	Flt # <b>1442</b>	From <b>MMQT</b>	To <b>KYIP</b>	Block Time <b>4.2</b>	Total OE Time <b>17.4</b>	A/C TYPE/MODEL: <b>CRJ-63</b>
OE Pilot <input type="checkbox"/> PIC as <input checked="" type="checkbox"/> SIC	OE Pilot Duty This Leg: <input type="checkbox"/> Pilot Flying <input checked="" type="checkbox"/> Pilot Monitoring	Landing This Leg Made By: <input checked="" type="checkbox"/> OE Pilot <input type="checkbox"/> Check Airman		Total Landings by OE Pilot: <b>3</b>		<input type="checkbox"/> Each Box when Completed: <input type="checkbox"/> Logbook Proced. <input type="checkbox"/> PM Duties <input type="checkbox"/> LRN Procedures <input type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input type="checkbox"/> UN1 Qualified <input type="checkbox"/> LTN92 Qualified <input type="checkbox"/> MNPS Qualified <input type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input type="checkbox"/> OE Complete	
REMARKS: <b>HAND FLOW ILS. NICE JOB. EVERYTHING PROGRESSING NICELY.</b>							
Check Airman Name (PRINT): <b>JEREMY LIPKA</b>			EMP # <b>10063</b>		Check Airman Signature:		
FAA Observer Name:		FAA Signature			FAA ID #		

OE Pilot Certification: I certify that the above training has been received.	OE Pilot Signature: 
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# PILOT LINE CHECK

**COPY**

5-10-11  
5-8-11 (32)

PILOT NAME (Last, First, MI) <b>BROKAW, JAMIE, L</b>		POSITION <input type="checkbox"/> CAPT <input checked="" type="checkbox"/> FO	EMP # <b>10222</b>	DATE <b>5-8-11</b>
CERTIFICATE TYPE <input type="checkbox"/> ATP <input checked="" type="checkbox"/> COMMERCIAL	CERTIFICATE NUMBER [REDACTED]	DATE OF PHYSICAL <b>3-23-11</b>	PHYSICAL CLASS <input checked="" type="checkbox"/> FIRST <input type="checkbox"/> SECOND	
TYPE OF CHECK <input checked="" type="checkbox"/> INITIAL <input type="checkbox"/> RECURRENT <input type="checkbox"/> INTERNATIONAL <input type="checkbox"/> REQUAL <input checked="" type="checkbox"/> OTHER <b>EFIS</b>				
AIRCRAFT NUMBER <b>N 155CA</b>	A/C TYPE / MODEL <b>DC9-73</b>	FROM <b>OLBA</b>	TO <b>EBLG</b>	BLOCK TIME <b>5.0</b>
# OF LANDINGS <b>1</b>				

GRADING S=SATISFACTORY U=UNSAT (REQUIRES COMMENT) N=NOT OBSERVED N/A=NOT APPLICABLE B=BRIEFED

PERSONAL ITEMS	ENROUTE / CRUISE	OCEANIC & LRN PROCEDURES	
1. Uniform Appearance <b>S</b>	20. Adherence to Clearance <b>S</b>	41. Outbd. Gateway Check / Proced. <b>NA</b>	
2. Manuals / Flight Materials <b>S</b>	21. Use of Nav Aids <b>S</b>	42. Enroute Clearance / Logging <b>NA</b>	
3. Oxygen Preflight / Use <b>S</b>	22. Enroute Radar Procedures <b>S</b>	43. Check Fit Plan vs Assigned Rte. <b>NA</b>	
PREFLIGHT		44. Plotting Chart Procedures <b>NA</b>	
4. Flight Planning <b>S</b>	23. Cruise Procedures <b>S</b>	45. HF Communication Procedures <b>NA</b>	
5. Forms / Logbook <b>S</b>	- Manual Entries <b>S</b>	46. LRN Updating Procedures <b>NA</b>	
6. Exterior/Interior Inspection <b>S</b>	- Fuel / Time Score <b>S</b>	47. Approaching WPT Procedures <b>NA</b>	
7. Performance Computations <b>S</b>	24. Communication Procedures <b>S</b>	48. Crossing WPT Procedures <b>NA</b>	
8. Weight & Balance <b>S</b>	25. Route Changes <b>S</b>	49. After Crossing WPT Procedures <b>NA</b>	
9. Track Message Received <b>NA</b>	- LRN Data Entry/Crosscheck <b>S</b>	50. Position Report Procedures <b>NA</b>	
- Checked Against Flight Plan <b>NA</b>	- Log Changes on Flt Plan <b>S</b>	51. Enroute Wx Checks (Dest / Alt) <b>NA</b>	
DESCENT / APPROACH / LDG		52. * Re-Release Procedures <b>NA</b>	
10. Notams Received / Analyzed <b>S</b>	26. Descent Planning <b>S</b>	53. * LRN Malfunction Procedures <b>NA</b>	
11. Computer Flight Plan Checked <b>S</b>	27. Altitude/Speed Control <b>S</b>	54. Diversion Planning <b>NA</b>	
12. LRN: <input checked="" type="checkbox"/> LTN92 <input type="checkbox"/> FMS <input checked="" type="checkbox"/> UN1 <b>S</b>	28. Aircraft Configuration <b>S</b>	* Loss of Engine(s) <b>NA</b>	
13. LRN Setup <b>S</b>	29. Altitude/Airspeed Control <b>S</b>	* Loss of Pressurization <b>NA</b>	
- Initial Position <b>S</b>	30. Holding Procedures <b>B</b>	* Loss of Comm. (VHF/HF) <b>NA</b>	
- Waypoints Entered <b>S</b>	31. Approach Compliance <b>S</b>	* Leaving Track System <b>NA</b>	
- Waypoints Crosschecked <b>S</b>	32. Stabilized Approach <b>S</b>	55. Class II Navigation <b>NA</b>	
- Systems Tests <b>S</b>	33. Pilot Flying <input type="checkbox"/> PIC <input checked="" type="checkbox"/> FO <b>S</b>	56. Use of AIREP Form <b>NA</b>	
BEFORE TAKEOFF		57. Radar Mapping <b>NA</b>	
14. Engine Start / Taxi Procedures <b>S</b>	34. Type Appr. <input checked="" type="checkbox"/> IFR <input type="checkbox"/> VFR <b>S</b>	POST FLIGHT PROCEDURES	
15. Clearance & Briefing <b>S</b>	35. Missed Approach <b>B</b>	58. * Accuracy Checks / Recording <b>S</b>	
16. Pre-Dep. LRN & Taxi Checks <b>S</b>	36. Landing <b>S</b>	59. * LRN System Shutdown <b>S</b>	
DEPARTURE		OCEANIC QUALIFICATION <b>NA</b>	
17. Takeoff Procedures <b>S</b>	37. Crew Coordination <b>S</b>	Atlantic / MNPS Qual <input type="checkbox"/> YES <input type="checkbox"/> NO	
18. Takeoff Profile <b>S</b>	38. Use of Checklists <b>S</b>	Pacific Qualified <input type="checkbox"/> YES <input type="checkbox"/> NO	
19. Departure / SID Compliance <b>S</b>	39. Flight Management <b>S</b>		
	40. Judgment <b>S</b>		
	* Items may be briefed		

QUALIFICATION RESULTS: (Check All that may apply)

<input type="checkbox"/> CAPT OE COMPLETE	<input type="checkbox"/> CAPT OE INCOMPLETE (Qualified as First Officer Only)	<input checked="" type="checkbox"/> FIRST OFFICER OE COMPLETE
<input checked="" type="checkbox"/> LTN92 QUALIFIED	<input type="checkbox"/> UN1 QUALIFIED	<input checked="" type="checkbox"/> EFIS QUALIFIED
<input type="checkbox"/> PEGASUS QUALIFIED	<input type="checkbox"/> LEGACY QUALIFIED	<input type="checkbox"/> HONEYWELL FMS QUALIFIED
<input checked="" type="checkbox"/> RVSM QUALIFIED	<input type="checkbox"/> PACIFIC TRACKS QUALIFIED	<input type="checkbox"/> N. ATLANTIC / MNPS QUALIFIED

(Check the following only for completion of an Appendix F Proficiency Check)  2 LDGS Observed. Appendix F Proficiency Check Completed

REMARKS: **ESTABLISHES CURRENCY FOR EFIS. LINE CHECK TO COMPLETE OE. NICE JOB- UN1 QUAL. OBSERVED BY THIS CHECK AIRMAN ON OE.**

Overall Line Check  Satisfactory  Unsatisfactory Student Signature: [REDACTED]

I CERTIFY THAT THE ABOVE LINE CHECK WAS ADMINISTERED AS SHOWN AND THE RESULTS ARE AS INDICATED

CHECK AIRMAN NAME (Print): <b>JEREMY LIPKA</b>	EMP #: <b>10063</b>	FAA OBSERVER NAME (Print):	FAA ID #:
CHECK AIRMAN SIGNATURE: [REDACTED]		FAA OBSERVER SIGNATURE:	

Completion Certified by Director of Training

Printed Name: **DICK NEWBERRY** Signature: [REDACTED]

PILOT NAME (Last, First, MI) <b>BROKAW, JAMIE, L</b>		POSITION <input type="checkbox"/> CAPT <input checked="" type="checkbox"/> FO	EMP # <b>10222</b>	DATE <b>5-8-11</b>
CERTIFICATE TYPE <input type="checkbox"/> ATP <input checked="" type="checkbox"/> COMMERCIAL	CERTIFICATE NUMBER [REDACTED]	DATE OF PHYSICAL <b>3-23-11</b>	PHYSICAL CLASS <input checked="" type="checkbox"/> FIRST <input type="checkbox"/> SECOND	
TYPE OF CHECK <input type="checkbox"/> INITIAL <input type="checkbox"/> RECURRENT <input checked="" type="checkbox"/> INTERNATIONAL <input type="checkbox"/> REQUAL <input checked="" type="checkbox"/> OTHER <b>LTN92</b>				
AIRCRAFT NUMBER <b>N 155CA</b>	A/C TYPE / MODEL <b>DC8-73</b>	FROM <b>KPHL</b>	TO <b>OLBA</b>	BLOCK TIME <b>11.2</b>
# OF LANDINGS <b>1</b>				

GRADING S=SATISFACTORY U=UNSAT (REQUIRES COMMENT) N=NOT OBSERVED N/A=NOT APPLICABLE B=BRIEFED

PERSONAL ITEMS	S	ENROUTE / CRUISE	S	OCEANIC & LRN PROCEDURES	S
1. Uniform Appearance	S	20. Adherence to Clearance	S	41. Outbd. Gateway Check / Proced.	S
2. Manuals / Flight Materials	S	21. Use of Nav Aids	S	42. Enroute Clearance / Logging	S
3. Oxygen Preflight / Use	S	22. Enroute Radar Procedures	S	43. Check Flt Plan vs Assigned Rte.	S
<b>PREFLIGHT</b>		23. Cruise Procedures	S	44. Plotting Chart Procedures	S
4. Flight Planning	S	- Manual Entries	S	45. HF Communication Procedures	S
5. Forms / Logbook	S	- Fuel / Time Score	S	46. LRN Updating Procedures	S
6. Exterior/Interior Inspection	S	24. Communication Procedures	S	47. Approaching WPT Procedures	S
7. Performance Computations	S	25. Route Changes	S	48. Crossing WPT Procedures	S
8. Weight & Balance	S	- LRN Data Entry/Crosscheck	S	49. After Crossing WPT Procedures	S
9. Track Message Received	S	- Log Changes on Flt Plan	S	50. Position Report Procedures	S
- Checked Against Flight Plan	S	<b>DESCENT / APPROACH / LDG</b>		51. Enroute Wx Checks (Dest / Alt)	S
10. Notams Received / Analyzed	S	26. Descent Planning	S	52. * Re-Release Procedures	B
11. Computer Flight Plan Checked	S	27. Altitude/Speed Control	S	53. * LRN Malfunction Procedures	B
12. LRN: <input checked="" type="checkbox"/> LTN92 <input type="checkbox"/> FMS <input type="checkbox"/> UN1	S	28. Aircraft Configuration	S	54. Diversion Planning	B
13. LRN Setup	S	29. Altitude/Airspeed Control	S	* Loss of Engine(s)	B
- Initial Position	S	30. Holding Procedures	B	* Loss of Pressurization	B
- Waypoints Entered	S	31. Approach Compliance	S	* Loss of Comm. (VHF/HF)	B
- Waypoints Crosschecked	S	32. Stabilized Approach	S	* Leaving Track System	B
- Systems Tests	S	33. Pilot Flying <input type="checkbox"/> PIC <input checked="" type="checkbox"/> FO	S	55. Class II Navigation	S
<b>BEFORE TAKEOFF</b>		34. Type Appr. <input checked="" type="checkbox"/> IFR <input type="checkbox"/> VFR	S	56. Use of AIREP Form	NA
14. Engine Start / Taxi Procedures	S	35. Missed Approach	B	57. Radar Mapping	B
15. Clearance & Briefing	S	36. Landing	S	<b>POST FLIGHT PROCEDURES</b>	
16. Pre-Dep. LRN & Taxi Checks	S	37. Crew Coordination	S	58. * Accuracy Checks / Recording	S
<b>DEPARTURE</b>		38. Use of Checklists	S	59. * LRN System Shutdown	S
17. Takeoff Procedures	S	39. Flight Management	S	<b>OCEANIC QUALIFICATION</b>	
18. Takeoff Profile	S	40. Judgment	S	Atlantic / MNPS Qual	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
19. Departure / SID Compliance	S	* Items may be briefed		Pacific Qualified	<input type="checkbox"/> YES <input type="checkbox"/> NO

**QUALIFICATION RESULTS:** (Check All that may apply)

<input type="checkbox"/> CAPT OE COMPLETE	<input type="checkbox"/> CAPT OE INCOMPLETE (Qualified as First Officer Only)	<input type="checkbox"/> FIRST OFFICER OE COMPLETE
<input checked="" type="checkbox"/> LTN92 QUALIFIED	<input type="checkbox"/> UN1 QUALIFIED	<input type="checkbox"/> EFIS QUALIFIED
<input type="checkbox"/> PEGASUS QUALIFIED	<input type="checkbox"/> LEGACY QUALIFIED	<input type="checkbox"/> HONEYWELL FMS QUALIFIED
<input checked="" type="checkbox"/> RVSM QUALIFIED	<input type="checkbox"/> PACIFIC TRACKS QUALIFIED	<input checked="" type="checkbox"/> N. ATLANTIC / MNPS QUALIFIED

(Check the following only for completion of an Appendix F Proficiency Check)  2 LDGS Observed. Appendix F Proficiency Check Completed

**REMARKS:** ESTABLISHES CURRENCY DATES FOR LTN92 AND NORTH ATLANTIC / MNPS. NICE JOB.

Overall Line Check  Satisfactory  Unsatisfactory      Student Signature: [REDACTED]

I CERTIFY THAT THE ABOVE LINE CHECK WAS ADMINISTERED AS SHOWN AND THE RESULTS ARE AS INDICATED

CHECK AIRMAN NAME (Print): <b>JEREMY LIPKA</b>	EMP #: <b>10063</b>	FAA OBSERVER NAME (Print):	FAA ID #:
CHECK AIRMAN SIGNATURE: [REDACTED]	FAA OBSERVER SIGNATURE:		

Completion Certified by Director of Training

Printed Name: **DICK NEWBERRY**      Signature: [REDACTED]



## TRANSITION GROUND TRAINING COMPLETION RECORD

Students Name (Last, First, MI): Brokaw, Jamie L	Emp # 10222	Training For: <input type="checkbox"/> CAPT <input checked="" type="checkbox"/> FO <input type="checkbox"/> FE
Training Location: KYIP - NAL - Suite 210 / Bay 8	Aircraft Type: <input type="checkbox"/> DC8 <input checked="" type="checkbox"/> B747 <input type="checkbox"/> B757	Category of Training: <input checked="" type="checkbox"/> Transition

COURSE DESCRIPTION	Hrs Req'd	Hrs Comp	Date	Test Score	INSTRUCTOR NAME
<b>BASIC INDOCTRINATION</b> 121.415	<b>14.0</b>	14.5	6/11/2012	100%	Godwin
Operator Specific					---
Drugs & Alcohol		1.0	6/11/2012		Matyas
Ethics		1.0	6/11/2012		Matyas
Airman Specific		5.0	6/8/2012		Godwin
<b>GENERAL SUBJECTS</b> 121.419					
Safety	1			----	----
Security	1.0	4.5	6/11/2012		Coleman
Hazardous Materials (HAZMAT)	1.0	1.0	6/8/2012	----	Godwin
Cockpit Resource Management (CRM)	2	2.0	6/8/2012		Godwin / Berg / Sutherland

AIRCRAFT SYSTEMS	Hrs Req'd	Hrs Comp	Date	Test Score	INSTRUCTOR NAME
121.419					
Classroom Training	56.0	56.0	6/20/2012	96%	Berg / Coleman / Webb
Systems Integration Training (SIT / FTD/CPT)	20.0	24.0	06/30/12		Berg / Sutherland / Bensin
Other:					

EMERGENCY TRAINING	Hrs Req'd	Hrs Comp	Date	Test Score	INSTRUCTOR NAME
14 CFR 121.417					
Emergency Situations (Classroom)	4.0	4.0	6/15/2012	----	Berg
Emergency Drills	4.0	4.0	6/15/2012		Berg

LINE QUALIFICATION TRAINING	Hrs Req'd	Hrs Comp	Date	Test Score	INSTRUCTOR NAME
<b>International Flight Operations &amp; RVSM</b>	<b>8</b>	8.0	6/21/2012		DeRosa
Includes Long Range Navigation (LRN)			6/21/2012		DeRosa
Includes Flight Planning & Plotting			6/21/2012		DeRosa
Includes LRN Navigation Systems			6/21/2012		DeRosa

REMARKS:

COPY

I certify the Initial training above has been completed in accordance with the approved National Airlines program

Director of Training and Standards Name: Puyear, Adam	Signature: 
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# B747-400 SIT / FFS SIMULATOR TRAINING RECORD

Student Name (Last, First, MI) <b>Brokaw Jamie L</b>	Employee Number <b>10222</b>	Aircraft Type <b>B-747-400</b>	Training for Position <input type="checkbox"/> Captain <input checked="" type="checkbox"/> FO
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TYPE OF TRAINING:  INITIAL  UPGRADE  TRANSITION  OTHER: \_\_\_\_\_

COLUMN IDENTIFIERS: S - System Integration Training Sessions (SIT) F - Full Flight Simulator Sessions (FFS)  
GRADING: S = SATISFACTORY I = INCOMPLETE U = UNSATISFACTORY P = PROFICIENT (No more training required)

General Items	S1	S2	S3	S4	S5	S6	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11
Normal Procedures / Panel Flow Proficiency	S	S	S	S	S	P	S	S	P								
Briefings, PF/ PM Duties, Callouts, CRM	S	S	S	S	S	P	S	S	P								
FMS-CDU Proficiency	S	S	S	S	S	P	S	S	P								
MCP Proficiency / Use of Automation	S	S	S	S	S		S	S	P								
Use of Checklists / QRH / Recall Items	S	S	S	S	S	P	S	S	P								
Judgment / Situational Awareness	S	S	S	S	S	S	S	S	P								
<b>Start, Taxi, Takeoff / Climb</b>	S1	S2	S3	S4	S5	S6	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11
Cockpit Preflight / Initial Setup	S	S	S	S	S	P	S	S	S	P							
Engine Start and Taxi Procedures	S	S	S	S	S	S	S	S	P								
Start Malfunctions			S	S	S			S						P			
Manual / GND Pneumatic / X- Bleed Start			S					S						P			
Cold Weather Procedures			S	S	S			S	P								
Low Visibility Taxi								S		S	P						
Takeoff: LNAV / VNAV (NADP1 / NADP2)		S	S	S	S		S	S	P								
Takeoff - HDG SEL	S						S	S		S							P
Auto / Manual Throttles	S	S	S	S	S		S	S	S	S	P						
Crosswind Takeoff: 10 / 20 / 30kts							S	S	S	S	P						
Instrument Takeoff: RVR 500' (150m)								S	P								
Windshear on Takeoff: <V1, >V1, >V2												P					
Rejected Takeoff: High and Low Speed										S	P						
Rejected Takeoff: Right Seat PF, CA Reject													S	P			
Engine Failure After V1: MLGW / MTOGW									S	S	P						
TO / Climb / Cruise Management	S	S	S	S	S		S	S	S	S	P						
<b>In Flight / Maneuvers</b>	S1	S2	S3	S4	S5	S6	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11
Steep Turns							S					S		P			
Approach to Stalls : Takeoff / Departure							S			P							
: Clean							S							P			
: High Altitude									P								
: Landing							S							P			
Upset Recovery							S							P			
Turns with and without Speed Brakes extended							S							P			
FMS-CDU - Route Modifications	S	S	S	S	S	P	S	S	P								
TCAS Event (RA)								S						P			
CFIT / GPWS Event									P								
Stabilizer Trim Unscheduled										P							
Cargo Fire				S										P			
IAS Disagree or Airspeed / Mach Unreliable								S						P			
Fuel Jettison					S						P						
EFIS / EICAS / ECP / CRT Failure		S		S										P			
FMC Failure: Single and Dual			S											P			
Bleed Air			S										P				
Air Conditioning / Pressurization			S						P								
Rapid Decompression / Emergency Descent									P								
Equipment Cooling Failure				S										P			
Wheel Well Fire												P					

COPY

Student Name (Last, First, MI)

Brokaw Jamie L

Employee Number

10222

Training for Position

Captain  FO

Page 2 of 4 Pages

COLUMN IDENTIFIERS: S - System Integration Training Sessions (SIT) F - Full Flight Simulator Sessions (FFS)

GRADING: S = SATISFACTORY I = INCOMPLETE U = UNSATISFACTORY P = PROFICIENT (No more training required)

In Flight / Maneuvers (Cont'd.)	S1	S2	S3	S4	S5	S6	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11
Hydraulic System Loss ( Single / Dual)					S				-P								
Generator Fail: Single / All / Standby Power		S							P								
Engine Fail / In Flight Start (Single / Multiple)					S				S	S	-P						
Engine Fire / Severe Damage / Separation										S	-P						
Reverser Unlocked								S								P	
Descent / Approach	S1	S2	S3	S4	S5	S6	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11
Descent - LNAV / VNAV		S	S	S	S		-S	S	-P								
Descent - HDG SEL / FLCH	-S	S	S	S	S		-S	S	-P								
FMS-CDU Descent / Approach / Holding	-S	S	S	S	S	P	-S	S	P								
Jammed Stabilizer Landing										P							
Flap Control / Flaps Drive		S								-P							
Alternate Landing Gear Operation					S				P								
Windshear: Final Approach												-P					
Precision / NP / Visual Approach	S1	S2	S3	S4	S5	S6	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11
Manual ILS: MAP (4 and 3 engines)									S		P						
Manual ILS: Land (4,3 and 2 engines)							-S	S	S	S	-P						
AutoLand ILS MAP (4 and 3 engines)									-S			-P					
AutoLand ILS Land (4 and 3 engines)	-S	S	-S	S	S		-S			-S					-P		
Non Precision Approach: Autopilot / Manual				S	S				-S	P							
Auto / Manual Throttles	-S	S	-S	S	S		-S	S	P								
CAT II / III		S							-S	-P							
LDA / PRM									-S								P
RNAV Approach					-S				-S	S				-P			
LOC Approach										S			-P				
VOR Approach									S	-S		-P					
NDB Approach									-P								
Normal / X-Wind Landings							-S	-S	P								
Missed Approach / Rejected Landing				S	S				-S	P							
Visual Approach							S	-S	S	-S	-P						
3 Engine Approach and Landing											-S	-P					
2 Engine Approach and Landing												P					
2 Engine Go-Around												-P					
Overweight Landing															P		
Use of Reverse Thrust / Brakes / Auto Brakes	-S	S	-S	-S	S		-S	-S	-P								
Taxi in and Parking	S1	S2	S3	S4	S5	S6	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11
After Landing / Parking/ Shutdown	-S	S	-S	S	S	P	-S	S	P								
Brake Temp / Hot Brakes			S												-P		
APU Fire					-S						-P						
Evacuation					-S						-P						
Certification Events	S1	S2	S3	S4	S5	S6	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11
Right Seat Competency (PIC)																	
FAA PIC Type Rating																	-P
FAA SIC Type Rating																	
CAT II / III, PRM (training)																	
L.O.F.T.																	-P

### ADDITIONAL TRAINING

This page to be used only if the student requires additional training.

General Items	A1	A2	A3	A4
Normal Procedures / Panel Flow Proficiency	-	-	-	-
Briefings, PF/ PM Duties, Callouts, CRM	-	-	-	-
FMS-CDU Proficiency	-	-	-	-
MCP Proficiency / Use of Automation	-	-	-	-
Use of Checklists / QRH / Recall Items	-	-	-	-
Right Seat Competency (PIC)	-	-	-	-
Start, Taxi, Takeoff / Climb	A1	A2	A3	A4
Cockpit Preflight / Initial Setup	-	-	-	-
Engine Start and Taxi Procedures	-	-	-	-
Start Malfunctions	-	-	-	-
Manual / GND Pneumatic / X- Bleed Start	-	-	-	-
Cold Weather Procedures	-	-	-	-
Low Visibility Taxi	-	-	-	-
Takeoff: LNAV / VNAV (NADP1 / NADP2)	-	-	-	-
Takeoff - HDG SEL	-	-	-	-
Auto / Manual Throttles	-	-	-	-
Crosswind Takeoff: 10 / 20 / 30kts	-	-	-	-
Instrument Takeoff: RVR 500' (150m)	-	-	-	-
Windshear on Takeoff: <V1, >V1, >V2	-	-	-	-
Rejected Takeoff: High and Low Speed	-	-	-	-
Rejected Takeoff: Right Seat PF, CA Reject	-	-	-	-
Eng Failure After V1: MLGW / MTOGW	-	-	-	-
TO / Climb / Cruise Management	-	-	-	-
In Flight / Maneuvers	A1	A2	A3	A4
Steep Turns	-	-	-	-
Approach to Stalls : Takeoff / Departure	-	-	-	-
: Clean	-	-	-	-
: High Altitude	-	-	-	-
: Landing	-	-	-	-
Upset Recovery	-	-	-	-
Turns with/without Speed Brakes extended	-	-	-	-
FMS-CDU - Route Modifications	-	-	-	-
TCAS Event (RA)	-	-	-	-
CFIT / GPWS Event	-	-	-	-
Stabilizer Trim Unscheduled	-	-	-	-
Cargo Fire	-	-	-	-
IAS Disagree or Airspeed / Mach Unreliable	-	-	-	-
Fuel Jettison	-	-	-	-
FIS / EICAS / ECP / CRT Failure	-	-	-	-
MC Failure: Single and Dual	-	-	-	-

In Flight / Maneuvers (Cont'd.)	A1	A2	A3	A4
Hydraulic System Loss ( Single / Dual)	-	-	-	-
Generator Fail: Single / All / Standby Power	-	-	-	-
Engine Fail / In Flight Start (Single / Multiple)	-	-	-	-
Engine Fire / Severe Damage / Separation	-	-	-	-
Reverser Unlocked	-	-	-	-
Descent / Approach	A1	A2	A3	A4
Descent - LNAV / VNAV	-	-	-	-
Descent - HDG SEL / FLCH	-	-	-	-
FMS-CDU Descent / Approach / Holding	-	-	-	-
Jammed Stabilizer Landing	-	-	-	-
Flap Control / Flaps Drive	-	-	-	-
Alternate Landing Gear Operation	-	-	-	-
Windshear: Final Approach	-	-	-	-
Precision / NP / Visual Approach	A1	A2	A3	A4
Manual ILS: MAP (4 and 3 engines)	-	-	-	-
Manual ILS: Land (4,3 and 2 engines)	-	-	-	-
AutoLand ILS MAP (4 and 3 engines)	-	-	-	-
AutoLand ILS Land (4 and 3 engines)	-	-	-	-
Non Precision Approach: Autopilot / Manual	-	-	-	-
Auto / Manual Throttles	-	-	-	-
CAT II / III	-	-	-	-
LDA / PRM	-	-	-	-
RNAV Approach	-	-	-	-
LOC Approach	-	-	-	-
VOR Approach	-	-	-	-
NDB Approach	-	-	-	-
Normal / X-Wind Landings	-	-	-	-
Missed Approach / Rejected Landing	-	-	-	-
Visual Approach	-	-	-	-
3 Engine Approach and Landing	-	-	-	-
2 Engine Approach and Landing	-	-	-	-
2 Engine Go-Around	-	-	-	-
Overweight Landing	-	-	-	-
Use of Reverse Thrust / Brakes / Auto Brakes	-	-	-	-
Taxi in and Parking	A1	A2	A3	A4
After Landing / Parking/ Shutdown	-	-	-	-
Brake Temp / Hot Brakes	-	-	-	-
APU Fire	-	-	-	-
Evacuation	-	-	-	-
	-	-	-	-



# B747-400 SIT / FFS SIMULATOR TRAINING RECORD

Student Name (Last, First, MI) <b>Brokaw Jamie L</b>	Employee Number <b>10222</b>	Training for Position <input type="checkbox"/> Captain <input checked="" type="checkbox"/> FO	Page 4 of 4 Pages
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Recommended for PC:  YES  NO - Needs more training Date **7/19/12**

Additional Instructor Comments about areas/systems that need more training

Recommending Instructor Name (Print) <b>Tyndall, Anthony ✓</b>	Recommending Instructor Signature 
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### INSTRUCTOR CERTIFICATION

Instructor signature certifies the training was administered on the date shown on page 1

Period	Date	Instructor Name (Print)	Instructor Signature	Emp #	Sim Loc	Sim #
S1.	6/25	THOMAS L BERG		10466	DEUTE	1206
S2.	6/26	REID SUTHERLAND		10453	DENVER	1206
S3.	6/27	REID SUTHERLAND		10453	DENVER	1206
S4.	6/28	REID SUTHERLAND		10453	DENVER	1206
S5.	6/29	REID SUTHERLAND		10453	DENVER	1206
S6.	6/30/12	BENJAMIN PATRICK		10403	KDEN	1206
F1.	7/6/12	Tyndall Anthony ✓		10236	KDEN	FAA 589
F2.	7/8/12	REID SUTHERLAND		10453	KDEN	FAA 589
F3.	7/9/12	REID SUTHERLAND		10453	KDEN	FAA 589
F4.	<del>7/12/12</del>	<del>Tyndall Anthony ✓</del> <del>REID SUTHERLAND</del>		10236	KDEN	FAA 589
F5.	7/13/12	REID SUTHERLAND		10453	KDEN	FAA 589
F6.	7/14/12	Tyndall, Anthony ✓		10236	KDEN	FAA 589
F7.	7/15/12	Tyndall Anthony ✓		10236	KDEN	FAA 589
F8.	7/16/12	Tyndall Anthony ✓		10236	KDEN	FAA 589
F9.	7/19/12	Tyndall Anthony ✓		10236	KDEN	589
F10.	7/20/12	REID SUTHERLAND		10453	KDEN	589
F11.	7/21/12	Tyndall Anthony ✓		10236	KDEN	589
A1.						
A2.						
A3.						
A4.						

### DIRECTOR of TRAINING AND STANDARDS CERTIFICATION

I certify this training was completed as indicated and in accordance with the approved National program

Printed Name: <b>Pryor, Adam</b>	Signature: 
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This is page 1 of 4 pages

Student Name (Last, First MI) <b>Brokaw Jamie L</b>		Emp # <b>10222</b>	CATEGORY OF TRAINING <input checked="" type="checkbox"/> INITIAL <input type="checkbox"/> RECURRENT <input type="checkbox"/> UPGRADE <input type="checkbox"/> REQUALIFICATION	
Training for Position		<input type="checkbox"/> DC8 CAPT <input type="checkbox"/> B757 CAPT <input type="checkbox"/> B747 CAPT <input type="checkbox"/> FLIGHT ATTENDANT <input type="checkbox"/> FLIGHT FOLLOWER	<input type="checkbox"/> DC8 FO <input type="checkbox"/> B757 FO <input checked="" type="checkbox"/> B747 FO	<input type="checkbox"/> DC8 FE <input type="checkbox"/> DC8 INSTRUCTOR <input type="checkbox"/> B757 INSTRUCTOR <input type="checkbox"/> B747 INSTRUCTOR <input type="checkbox"/> FLIGHT ATTENDANT SUPERVISOR <input type="checkbox"/> FLIGHT FOLLOWER SUPERVISOR

Period # <b>SIT 1</b>	Date: <b>6/25/12</b>	Block Time: <b>4:00</b>	Location / Simulator #: <b>DEN/1206</b>	Student Initials: <b>[REDACTED]</b>
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments <b>WELL PREPARED GOOD SESSION</b>			
Instructor / Chk Amn Name (Last, First MI): <b>BERG, THOMAS L</b>		Signature: <b>[REDACTED]</b>		Emp # <b>10466</b>

Period # <b>SIT 2</b>	Date: <b>6/26/2012</b>	Block Time: <b>4:00</b>	Location / Simulator #: <b>DENVER / 1206</b>	Student Initials: <b>[REDACTED]</b>
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments <b>All items on syllabus completed. Good preparation.</b>			
Instructor / Chk Amn Name (Last, First MI): <b>SUTHERLAND, REID L</b>		Signature: <b>[REDACTED]</b>		Emp # <b>10453</b>

**COPY**

Period # <b>SIT 3</b>	Date: <b>6/27/12</b>	Block Time: <b>4:00</b>	Location / Simulator #: <b>DEN 1206</b>	Student Initials: <b>[REDACTED]</b>
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments <b>Good progress.</b>			
Instructor / Chk Amn Name (Last, First MI): <b>SUTHERLAND REID L</b>		Signature: <b>[REDACTED]</b>		Emp # <b>10453</b>

Period # <b>SIT 4</b>	Date: <b>6/28/12</b>	Block Time: <b>4:00</b>	Location / Simulator #: <b>DEN / 1206</b>	Student Initials: <b>[REDACTED]</b>
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments <b>All items completed. Good knowledge of a/c and good flight deck management on display</b>			
Instructor / Chk Amn Name (Last, First MI): <b>SUTHERLAND REID</b>		Signature: <b>[REDACTED]</b>		Emp # <b>10453</b>

This is page 2 of 4 pages

Student Name (Last, First MI) <b>Brokaw Jamie L</b>	Emp # <b>10222</b>	CATEGORY OF TRAINING <input checked="" type="checkbox"/> INITIAL <input type="checkbox"/> RECURRENT <input type="checkbox"/> UPGRADE <input type="checkbox"/> REQUALIFICATION
Training for Position <input type="checkbox"/> DC8 CAPT <input type="checkbox"/> DC8 FO <input type="checkbox"/> DC8 FE <input type="checkbox"/> B757 CAPT <input type="checkbox"/> B757 FO <input type="checkbox"/> B747 CAPT <input checked="" type="checkbox"/> B747 FO <input type="checkbox"/> FLIGHT ATTENDANT <input type="checkbox"/> FLIGHT FOLLOWER	<input type="checkbox"/> DC8 INSTRUCTOR <input type="checkbox"/> B757 INSTRUCTOR <input type="checkbox"/> B747 INSTRUCTOR <input type="checkbox"/> FLIGHT ATTENDANT SUPERVISOR <input type="checkbox"/> FLIGHT FOLLOWER SUPERVISOR	

Period # <b>SITS</b>	Date: <b>6/29/12</b>	Block Time: <b>4:00</b>	Location / Simulator #: <b>DENVER / 1206</b>	Student Initials: <b>[REDACTED]</b>
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments <i>Progress at this stage real good. Adapting to pointers very fast. Extra period time spent practicing LAUI. Good understanding of VNAV</i>			
Instructor / Chk Amn Name (Last, First MI): <b>SUTHERLAND REID L</b>	Signature: <b>[REDACTED]</b>		Emp # <b>10453</b>	

Period # <b>SIT 6</b>	Date: <b>06/30/12</b>	Block Time: <b>4:00</b>	Location / Simulator #: <b>KDEN HOTA ID 1206</b>	Student Initials: <b>[REDACTED]</b>
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments <i>CAUGHT ALL MISTAKES OUT OF POSITION PM 1ST HALF. COCKPIT SET UP - COM VERIFICATION + FLOWTS WERE GOOD FOR THIS STAGE. CHY WORK CONSISTED OF AIRWAY INTRPT/INRD + OUTRD INSCPT/D -&gt; TO/ASU FIX/ALT CONSTRAINT ALONG TRACK/OFF SET/HOLD AS/APP SET-UP FROM HOLD/VNAV DESCENDS TO ILS. WELL DONE! AFTER LG FLOWTS WERE GOOD FOR THIS STAGE. STUDENT IS READY FOR FFC.</i>			
Instructor / Chk Amn Name (Last, First MI): <b>BENSON PATRICK N</b>	Signature: <b>[REDACTED]</b>		Emp # <b>10403</b>	

Period # <b>FFS 1</b>	Date: <b>7/06/12</b>	Block Time: <b>4.0</b>	Location / Simulator #: <b>KDEN / FAA ID 589</b>	Student Initials: <b>[REDACTED]</b>
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments <i>Emphasis on manual flight, introduced steep turns, stalls, jet upset and multiple manually flown approach and landings. PM first half, normal progress.</i>			
Instructor / Chk Amn Name (Last, First MI): <b>Tyndall, Anthony J</b>	Signature: <b>[REDACTED]</b>		Emp # <b>10236</b>	

Period # <b>FFS 2</b>	Date: <b>7/8/12</b>	Block Time: <b>4.0</b>	Location / Simulator #: <b>KDEN / FAA 589</b>	Student Initials: <b>[REDACTED]</b>
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments <i>Great progress. Evidence of continued hard work in company procedures.</i>			
Instructor / Chk Amn Name (Last, First MI): <b>SUTHERLAND REID L</b>	Signature: <b>[REDACTED]</b>		Emp # <b>10453</b>	

This is page 3 of 4 pages

Student Name (Last, First MI) <b>Brokaw Jamie L</b>	Emp # <b>10222</b>	CATEGORY OF TRAINING <input checked="" type="checkbox"/> INITIAL <input type="checkbox"/> RECURRENT <input type="checkbox"/> UPGRADE <input type="checkbox"/> REQUALIFICATION	
Training for Position	<input type="checkbox"/> DC8 CAPT <input type="checkbox"/> B757 CAPT <input type="checkbox"/> B747 CAPT <input type="checkbox"/> FLIGHT ATTENDANT <input type="checkbox"/> FLIGHT FOLLOWER	<input type="checkbox"/> DC8 FO <input type="checkbox"/> B757 FO <input checked="" type="checkbox"/> B747 FO	<input type="checkbox"/> DC8 FE <input type="checkbox"/> DC8 INSTRUCTOR <input type="checkbox"/> B757 INSTRUCTOR <input type="checkbox"/> B747 INSTRUCTOR <input type="checkbox"/> FLIGHT ATTENDANT SUPERVISOR <input type="checkbox"/> FLIGHT FOLLOWER SUPERVISOR

Period # <b>FFS 3</b>	Date: <b>7/9/12</b>	Block Time: <b>4:00</b>	Location / Simulator #: <b>KDEN FAA 589</b>	Student Initials: <b>[REDACTED]</b>
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments <i>Good procedures, flows, and positional awareness. Evidence of thorough preparation for each period. Great progress.</i>			
Instructor / Chk Amn Name (Last, First MI): <b>SUTHERLAND, REID L</b>	Signature: <b>[REDACTED]</b>		Emp # <b>10453</b>	

Period # <b>FFS 4</b>	Date: <b>7/12/12</b>	Block Time: <b>4:0</b>	Location / Simulator #: <b>KDEN/FAA ID 589</b>	Student Initials: <b>[REDACTED]</b>
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments <i>P.M. 1st half, emphasis on rejected takeoffs, xwind takeoffs, departure stalls, jammed stab/runway + flap non normals. Introduced engine inoperative procedures and APD fire to an emergency evacuation. Good procedures, and situational awareness to command non normal situations.</i>			
Instructor / Chk Amn Name (Last, First MI): <b>Tyndall Anthony J</b>	Signature: <b>[REDACTED]</b>		Emp # <b>10236</b>	

Period # <b>FFS 5</b>	Date: <b>7/13/14</b>	Block Time: <b>4:00</b>	Location / Simulator #: <b>DEN 589</b>	Student Initials: <b>[REDACTED]</b>
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments <i>All items complete. Great control and management of hydraulic failure. 2 eng work was excellent on first time. Keep up the great work.</i>			
Instructor / Chk Amn Name (Last, First MI): <b>SUTHERLAND REID</b>	Signature: <b>[REDACTED]</b>		Emp # <b>10453</b>	

**CG COPY**

Period # <b>FFS 6</b>	Date: <b>7/14/12</b>	Block Time: <b>4:0</b>	Location / Simulator #: <b>KDEN/FAA ID 589</b>	Student Initials: <b>JLB</b>
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments <i>P.M. 1st half, good progress on company procedures, v1 cut, engine inoperative ics + go-around. Introduced windshear procedures. Nice job on fire wheel well emergency procedures.</i>			
Instructor / Chk Amn Name (Last, First MI): <b>Tyndall Anthony J</b>	Signature: <b>[REDACTED]</b>		Emp # <b>10236</b>	

This is page 4 of 4 pages

Student Name (Last, First MI) <b>Brokaw Jamie L</b>		Emp # <b>10222</b>	CATEGORY OF TRAINING <input checked="" type="checkbox"/> INITIAL <input type="checkbox"/> RECURRENT <input type="checkbox"/> UPGRADE <input type="checkbox"/> REQUALIFICATION	
Training for Position <input type="checkbox"/> DC8 CAPT <input type="checkbox"/> DC8 FO <input type="checkbox"/> DC8 FE <input type="checkbox"/> B757 CAPT <input type="checkbox"/> B757 FO <input type="checkbox"/> B747 CAPT <input checked="" type="checkbox"/> B747 FO <input type="checkbox"/> FLIGHT ATTENDANT <input type="checkbox"/> FLIGHT ATTENDANT SUPERVISOR <input type="checkbox"/> FLIGHT FOLLOWER <input type="checkbox"/> FLIGHT FOLLOWER SUPERVISOR				
Period # <b>FES 7</b>	Date: <b>7/15/12</b>	Block Time: <b>4.0</b>	Location / Simulator #: <b>KDEN/FAA ID 589</b>	Student Initials: [REDACTED]
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments <i>Good improvement on procedures, conducted simulated PC items flawed mostly to proficiency, on track to on time completion. Study habits are evident in continuous improvement. Offered very little instruction to observe tomorrow's event.</i>			
Instructor / Chk Amn Name (Last, First MI): <b>Tyndall Anthony J</b>		Signature: [REDACTED]		Emp # <b>10236</b>
Period # <b>FES 8</b>	Date: <b>7/16/12</b>	Block Time: <b>4.0</b>	Location / Simulator #: <b>KDEN/FAA ID 589</b>	Student Initials: [REDACTED]
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments <i>Clean session, proficient in all areas observed. Ready for PC now.</i>			
Instructor / Chk Amn Name (Last, First MI): <b>Tyndall Anthony J</b>		Signature: [REDACTED]		Emp # <b>10236</b>
Period # <b>FES 9</b>	Date: <b>7/19/12</b>	Block Time: <b>4.0</b>	Location / Simulator #: <b>KDEN/FAA ID 589</b>	Student Initials: [REDACTED]
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments <i>All items complete, Nice job! Recommend for PC.</i>			
Instructor / Chk Amn Name (Last, First MI): <b>Tyndall Anthony J</b>		Signature: [REDACTED]		Emp # <b>10236</b>
Period # <b>FES 10</b>	Date: <b>7/20/12</b>	Block Time: <b>3:30</b>	Location / Simulator #: <b>KDEN 589</b>	Student Initials: [REDACTED]
Completed by: <input checked="" type="checkbox"/> Instructor <input type="checkbox"/> Check Airman	Comments <i>Company PC check passed. Good procedures.</i>			
Instructor / Chk Amn Name (Last, First MI): <b>SUTHERLAND REID L</b>		Signature: [REDACTED]		Emp # <b>10453</b>

**COPY**





# PILOT PROFICIENCY CHECK

PILOT NAME (LAST, FIRST, MI) <b>BROKAW, JAIME LEE</b>		POS: <input type="checkbox"/> CAPT <input checked="" type="checkbox"/> FO	EMP # <b>10222</b>	A/C TYPE: <input type="checkbox"/> DC8 <input type="checkbox"/> B-757 <input checked="" type="checkbox"/> B-747	DATE <b>7-20-12</b>
PILOT CERTIFICATE #: [REDACTED]		CERTIFICATE TYPE: <input type="checkbox"/> ATP <input checked="" type="checkbox"/> COMM	PHYSICAL DATE: <b>MAR 21 2012</b>	PHYSICAL CLASS: <input checked="" type="checkbox"/> FIRST <input type="checkbox"/> SECOND <input type="checkbox"/> THIRD	
SIMULATOR # <b>FAA 589</b>	SIMULATOR LOCATION <b>KDEN</b>	BLOCK TIME <b>3+00</b>	THIS CHECK IAW APPENDIX: <input checked="" type="checkbox"/> APP F&H (B757 & B747) <input type="checkbox"/> APP F (DC8)		
REASON FOR CHECK: <input checked="" type="checkbox"/> INITIAL or UPGRADE PC <input type="checkbox"/> ANNUAL PC (PIC/SIC) <input type="checkbox"/> SIX MONTH PC (PIC) <input type="checkbox"/> REQUALIFICATION <input type="checkbox"/> RANDOM (Does not reset Base Month) <input type="checkbox"/> TO RE-INDEX BASE MO. <input type="checkbox"/> OTHER: _____					

GRADING: **S** = SATISFACTORY **U** = UNSATISFACTORY (REQUIRES COMMENT) **NA** = NOT APPLICABLE **(W)** = CAN BE WAIVED **W** = IS WAIVED

### PREFLIGHT

1. Oral Exam (Date & Examiner Name Required Below)	- S
2. Preflight Inspection – Exterior: <input checked="" type="checkbox"/> Pictorial <input type="checkbox"/> Aircraft	- S
3. Preflight Inspection – Interior Cockpit Setup	- S
4. Starts Normal / Non-Normal	- S
5. Taxi Technique & Procedures	- S
6. Power Plant Checks	- S

### TAKEOFF

7. Normal	- S
8. Instrument (RVR 600)	- S
9. Crosswind (Note 7 & 8 May Be Combined)	- S
10. Engine Failure After V1	- S
11. Rejected Take-Off	- S

### INSTRUMENT PROCEDURES

12. <input checked="" type="checkbox"/> Area Departure <input type="checkbox"/> Area Arrival (One Required)	- S
3. Holding (W)	- S
14. Precision Approaches (Two Required)	
<input checked="" type="checkbox"/> Normal ILS	- S
<input checked="" type="checkbox"/> Engine Out ILS (Manual)	- S
<input type="checkbox"/> GCA (Precision)	N/A
15. Normal ILS (Coupled or Manual) to 100' & RVR 1800	- S
16. Non-Precision Approaches (Normally 2 Required, 2 <sup>nd</sup> can be waived)	
<input type="checkbox"/> GCA (Non-Precision)	N/A
<input checked="" type="checkbox"/> VOR	- S
<input checked="" type="checkbox"/> LOC <input type="checkbox"/> LOC B/C	- S
<input type="checkbox"/> RNAV/VNAV/LNAV	N/A
17. Missed Approach (ILS)	- S

18. Engine-Out Missed Approach	- S
19. Rejected Landing into Missed Approach	- S
<b>INFLIGHT MANEUVERS</b>	
20. Steep Turns (W)	- S
21. Approaches To Stalls <b>2 of 3 can be Waived</b> (One Must Be In A Turn)	
<input checked="" type="checkbox"/> Take-Off Configuration	- S
<input type="checkbox"/> Clean Configuration	W-N/A
<input checked="" type="checkbox"/> Landing Configuration	- S
22. Engine Failure	- S
23. Other:	N/A

### LANDING

24. Normal <input type="checkbox"/> No Wind <input checked="" type="checkbox"/> with Crosswind	- S
25. From ILS <input type="checkbox"/> No Wind <input checked="" type="checkbox"/> with Crosswind	- S
26. One Engine Inop Landing <input checked="" type="checkbox"/> B747 <input type="checkbox"/> DC8	- S
27. One Engine Inop Landing <input type="checkbox"/> B757	N/A
28. Two Engine Inop Landing <input type="checkbox"/> B747 <input type="checkbox"/> DC8	N/A
29. Rejected Landing	- S

### PROCEDURES

30. Normal	- S
31. Emergency & Non-Normal	- S
32. FMC / CDU	- S
33. Use of Checklists	- S
34. Crew Resource Management (CRM)	- S
35. Threat	- S
36. Call Outs / Profiles	- S
37. Judgment	- S
38. English Proficient	- S

LANDING CURRENCY UPDATED WITH **4** LANDINGS

ORAL EXAM DATE: **7-20-12** ADMINISTERED BY: **REID SUTHERLAND**

REMARKS: **PC Passed.**

CONSOLIDATION OF KNOWLEDGE & SKILLS: This Check administered for the purpose of: (check one below) (Leave boxes blank if N/A)  
 To extend the Airman's Consolidation period from 120 to 150 days after the original Proficiency Check

Overall Performance  SATISFACTORY  UNSATISFACTORY

Student Signature: [REDACTED]

I CERTIFY THAT THE ABOVE CHECK WAS ADMINISTERED AS INDICATED AND THE OVERALL PERFORMANCE WAS AS SHOWN.

STRUCTOR / CHK AMN NAME (Print) <b>REID SUTHERLAND</b>	EMP #: <b>00453</b>	FAA OBSERVER NAME (Print):	FAA ID #:
INSTRUCTOR / CHK AMN SIGNATURE [REDACTED]		FAA OBSERVER SIGNATURE:	



# PILOT PROFICIENCY TRAINING

PILOT NAME (LAST, FIRST, MI) <b>Brokaw, Jamie Lee</b>		POS: <input type="checkbox"/> CAPT <input checked="" type="checkbox"/> FO	EMP # <b>10222</b>	A/C TYPE: <input type="checkbox"/> B-757 <input checked="" type="checkbox"/> B-747	DATE <b>10/07/12</b>
PILOT CERTIFICATE # [REDACTED]		CERTIFICATE TYPE: <input type="checkbox"/> ATP <input checked="" type="checkbox"/> COMM		PHYSICAL DATE: <b>03/21/2012</b>	PHYSICAL CLASS: <input checked="" type="checkbox"/> FIRST <input type="checkbox"/> SECOND <input type="checkbox"/> THIRD
SIM LOC: <b>KYIP</b>	SIM # <b>FAA ID # 0231</b>	A/C TAIL # <b>N</b>	A/C LOCATION	BLOCK TIME <b>4.0</b>	THIS TRAINING IAW APPENDIX: <input checked="" type="checkbox"/> APP H (B757 & B747 SIM))
REASON FOR TRAINING: <input type="checkbox"/> AIRCRAFT PORTION TO COMPLETE A PC <input type="checkbox"/> SIX MONTH PT (PIC) <input checked="" type="checkbox"/> WARM-UP PRIOR PC (PIC / SIC) <input type="checkbox"/> REQUAL <input type="checkbox"/> RECENCY OF EXPERIENCE / LDG CURRENCY <input type="checkbox"/> RIGHT SEAT DEPENDENCY TNG (PIC) <input checked="" type="checkbox"/> EXTEND CONSOLIDATION SKILLS TIME					
GRADING: <b>S</b> = SATISFACTORY <b>U</b> = UNSATISFACTORY (REQUIRES COMMENT) <b>NA</b> = NOT APPLICABLE <b>(W)</b> = CAN BE WAIVED <b>w</b> = IS WAIVED					
<b>PREFLIGHT</b>			18. Engine-Out Missed Approach		<b>S</b>
1. Oral Exam (Date & Examiner Name Required Below)			<b>S</b>		19. Rejected Landing into Missed Approach
2. Preflight Inspection – Exterior: <input type="checkbox"/> Pictorial <input type="checkbox"/> Aircraft			<b>NA</b>		<b>S</b>
3. Preflight Inspection – Interior Cockpit Setup			<b>S</b>		<b>INFLIGHT MANEUVERS</b>
4. Starts Normal / Abnormal			<b>S</b>		20. Steep Turns (W)
5. Taxi Technique & Procedures			<b>S</b>		<b>w</b>
6. Power Plant Checks			<b>S</b>		21. Approaches To Stalls 2 of 3 (W) (One Must Be In A Turn)
			<input type="checkbox"/> T/O Configuration <input checked="" type="checkbox"/> Clean Configuration		<b>S</b>
			<input checked="" type="checkbox"/> Landing Configuration		<b>S</b>
<b>TAKEOFF</b>			22. <input type="checkbox"/> CFIT <input type="checkbox"/> TCAS (RA)		<b>NA</b>
7. Normal			<b>S</b>		23. Recovery From Unusual Attitudes
8. Instrument (RVR 600)			<b>S</b>		24. Engine Failure
9. Crosswind (Note 7 & 8 May Be Combined)			<b>S</b>		<b>S</b>
10. Engine Failure After V1			<b>S</b>		<b>LANDING</b>
11. Rejected Take-Off			<b>S</b>		25. Normal <input type="checkbox"/> No Wind <input checked="" type="checkbox"/> with Crosswind
			<b>S</b>		26. From ILS <input type="checkbox"/> No Wind <input checked="" type="checkbox"/> with Crosswind
<b>INSTRUMENT PROCEDURES</b>			27. One Engine Inop Landing <input checked="" type="checkbox"/> B747		<b>S</b>
12. <input checked="" type="checkbox"/> Area Departure <input type="checkbox"/> Area Arrival (One Required)			<b>S</b>		28. B757: <input type="checkbox"/> 1 Eng Inop Ldg
13. Holding (W)			<b>S</b>		29. B747: <input type="checkbox"/> 2 Eng Inop Ldg
14. Precision Approaches (Two Required)			<b>S</b>		30. Rejected Landing
<input checked="" type="checkbox"/> Normal ILS			<b>S</b>		<b>S</b>
<input checked="" type="checkbox"/> Engine Out ILS (Manual)			<b>S</b>		<b>PROCEDURES</b>
<input type="checkbox"/> GCA (Precision)			<b>NA</b>		31. Normal
15. Normal ILS (Coupled or Manual) to 100' & RVR 1800			<b>S</b>		32. Emergency and Non-Normal
16. Non-Precision Approaches (2 Req'd) Second Approach = (W)			<b>S</b>		33. FMC / CDU
<input type="checkbox"/> ASR (Non-Precision GCA)			<b>NA</b>		34. Windshear – Takeoff <input type="checkbox"/> Prior VR <input type="checkbox"/> After VR
<input type="checkbox"/> VOR <input type="checkbox"/> PRM (PIC Only)			<b>NA</b>		35. Windshear - Approach <input type="checkbox"/> Go Around <input type="checkbox"/> Landing
<input type="checkbox"/> LOC <input type="checkbox"/> LOC B/C			<b>NA</b>		36. <input checked="" type="checkbox"/> Use of Checklists <input checked="" type="checkbox"/> CRM / TEM
<input checked="" type="checkbox"/> RNAV/VNAV/LNAV			<b>S</b>		37. (PIC Only) Right Seat Training
17. Missed Approach (ILS)			<b>S</b>		38. Call Outs / Profiles
			<b>S</b>		39. <input checked="" type="checkbox"/> Judgment <input checked="" type="checkbox"/> English Proficient
			<b>S</b>		<b>S</b>
<b>LANDING CURRENCY</b>					
<input checked="" type="checkbox"/> LANDING CURRENCY RE-ESTABLISHED WITHIN 90 DAYS WITH REGULAR CREW 14 CFR 121.439 (a)					
<input type="checkbox"/> LANDING CURRENCY & MANEUVERS RE-ESTABLISHED BEYOND 90 DAYS WITH CHECK AIRMAN 14 CFR 121.439 (b)					
ORAL EXAM DATE:			ADMINISTERED BY:		
REMARKS:					
<b>COPY</b>					
CONSOLIDATION OF KNOWLEDGE & SKILLS: This Training administered for the purpose of: (Leave box blank if N/A)					
<input type="checkbox"/> To extend the Airman's Consolidation period from 120 to 150 days after the original Proficiency Check					
Overall Performance			Student Signature:		
<input checked="" type="checkbox"/> SATISFACTORY <input type="checkbox"/> UNSATISFACTORY			[REDACTED]		
I CERTIFY THAT THE ABOVE CHECK WAS ADMINISTERED AS INDICATED AND THE OVERALL PERFORMANCE WAS AS SHOWN.					
INSTRUCTOR / CHK AMN NAME (Print): <b>Tyndall, Anthony J</b>		EMP #: <b>10236</b>	FAA OBSERVER NAME (Print):		FAA ID #:
INSTRUCTOR / CHK AMN SIGNATURE: [REDACTED]		FAA OBSERVER SIGNATURE:			



# PILOT LOFT Appendix H

PILOT NAME (LAST, FIRST, MI) <i>Brokaw, Jamie L</i>		POSITION: <input type="checkbox"/> CAPT <input checked="" type="checkbox"/> FO	EMP #: <i>10222</i>	A/C TYPE: <input type="checkbox"/> B757 <input checked="" type="checkbox"/> B747 <input type="checkbox"/> DC-8	DATE: <i>7/21/12</i>
SIM LOC: <i>KDEN</i>	SIM #: <i>589</i>	SIMULATOR APPENDIX H QUALIFIED: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		BLOCK TIME: <i>4.0</i>	LOFT SCENARIO #: <i>1</i>
REASON FOR LOFT: <input checked="" type="checkbox"/> INITIAL QUALIFICATION <input type="checkbox"/> RECURRENT <input type="checkbox"/> UPGRADE <input type="checkbox"/> SPECIAL ( _____ ) <input type="checkbox"/> OTHER _____					
GRADING: <input checked="" type="checkbox"/> S = SATISFACTORY <input type="checkbox"/> U = UNSATISFACTORY (REQUIRES COMMENT) <input type="checkbox"/> NA = NOT APPLICABLE <input type="checkbox"/> I = INCOMPLETE					

PREFLIGHT		INFLIGHT MANEUVERS	
1. Flight Planning	-S	1. Aircraft Systems Operation	-S
2. Weather & NOTAM Analysis	-S	2. ATC Procedures	-S
3. Weight & Balance	-S		
4. Performance Calculations	-S		
TAXI / BEFORE TAKEOFF		APPROACH & LANDING	
1. Engine Starts / Taxi Procedures	-S	1. Approach Procedure	-S
2. Departure Clearance / Briefing	-S	2. Stabilized Approach	-S
		3. Landing Technique	-S
		4. After Landing Checklists & Procedures	-S
TAKEOFF & DEPARTURE		PROCEDURES	
1. Takeoff Profile / Noise Abatement Procedures	-S	1. Normal	-S
2. Adherence to Departure / SID	-S	2. Abnormal	-S
3. Normal Climb / Power Monitoring	-S	3. Emergency	-S
4. ATC Communication Procedures	-S		
CRUISE / ENROUTE			
1. Cruise Procedures ( Flt Plan Logging / Fuel / Time)	-S		
2. Cruise Control (Altitude / Airspeed)	-S		
3. Communication Procedures	-S		
4. Use of Nav Aids	-S		
DESCENT & APPROACH			
1. Descent Planning	-S		
2. Aircraft Control (Altitude / Airspeed)	-S		
3. Arrival Procedure Compliance	-S		
4. Approach Briefing	-S		

Remarks *All Items Completed*

**COPY**

Overall Performance <input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> Requires More Training	Student Signature: <i>[Redacted]</i>
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This LOFT was conducted in accordance with 14 CFR Part 121, Appendix H  
The Instructor signature certifies the crewmember  IS  IS NOT proficient and knowledgeable in accordance with 14 CFR 121.401(c).

INSTRUCTOR / CHECK AIRMAN NAME (Print): <i>Tyndall Anthony S</i>	EMP #: <i>10236</i>	FAA OBSERVER NAME (Print):	FAA ID #:
INSTRUCTOR/CHECK AIRMAN SIGNATURE <i>[Redacted]</i>		FAA OBSERVER SIGNATURE	



# PILOT OPERATING EXPERIENCE (OE)

NAME (LAST, FIRST, MI):			EMP #:		POSITION		CATEGORY OF TRAINING				TYPE AIRCRAFT	
BROKAW JAMIE L			10222		<input type="checkbox"/> PIC	<input checked="" type="checkbox"/> SIC	<input type="checkbox"/> NEW HIRE	<input checked="" type="checkbox"/> TRANS.	<input type="checkbox"/> UPGRADE	<input checked="" type="checkbox"/> B747	<input type="checkbox"/> B757	
LEG #	DATE	PF/PM	FLIGHT #	AC #	FROM	TO	BLK TIME	SEAT TIME	# LDGS	PIC SIGNATURE AND EMP #		
1							19.6	19.6	4			
Comment: CARRIED OVER FROM PREVIOUS PAGE.												
2	2.8.13	PF	NCR202	N949CA	OAI	DWC	3.3	3.3	1	Peter Pecenicic		
Comment: Briefings completed per SOP'S. Takeoff and climbout from OAI very well managed good airmanship situational awareness of Terrain/Traffic.												
3	2.10.13	PF	NCR701	N919CA	OAZ	PIK	8.7	6.4	1	Peter Pecenicic		
Comment: Good PM Support duties during cruise. Well managed LOC/VNAV App. and crosswind landing on wet Runway into EGPK overall a high standard of operation and skill, airmanship and situational awareness.												
4												
Comment:												
5												
Comment:												
6												
Comment:												
7												
Comment:												
8												
Comment:												
9												
Comment:												
10												
Comment:												
11												
Comment:												
12												
Comment:												
							TOTALS	31.6	29.3	6		

copy

This pilot has completed an actual exterior preflight of the aircraft while under supervision.	Check Airman Name, Signature	Date
This pilot has successfully completed the OE requirements of 121.434 (3) (i) or (ii).	Peter Pecenicic	2.10.2013
This pilot is recommended for a line check.	Peter Pecenicic	2.10.2013
IAW 121.434, I have observed at least one leg which includes a takeoff and a landing (PIC only).	Observing FAA Inspector Name, Signature, FAA ID #	Date



# PILOT OPERATING EXPERIENCE

OE PILOT NAME (Last, First, MI) <b>Brokaw, Jamie L</b>	EMP #: <b>10222</b>	This is page <u>1</u> of _____ pages
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DATE <b>12/5/12</b>	ACFT NO. <b>N919</b>	Flt # <b>NCR901</b>	From <b>EDFH</b>	To <b>ESSA</b>	Block Time <b>2.2</b>	Total OE Time <b>002.3</b>	A/C TYPE/MODEL: <b>747-400</b>
OE Pilot as <input type="checkbox"/> PIC <input checked="" type="checkbox"/> SIC	OE Pilot Duty This Leg: <input type="checkbox"/> Pilot Flying <input checked="" type="checkbox"/> Pilot Monitoring	Landing This Leg Made By:	<input type="checkbox"/> OE Pilot <input checked="" type="checkbox"/> Check Airman		Total Landings by OE Pilot: <b>0</b>		<input checked="" type="checkbox"/> Each Box when Completed: <input type="checkbox"/> Logbook Proced. <input type="checkbox"/> PM Duties <input type="checkbox"/> LRN Procedures <input type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input type="checkbox"/> LEGACY Qualified <input type="checkbox"/> HONEYWELL FMS Qualified <input type="checkbox"/> UN1 Qualified <input type="checkbox"/> LTN92 Qualified <input type="checkbox"/> MNPS Qualified <input type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input type="checkbox"/> OE Complete
<p>First Leg of OE, good attitude, very responsive, good Radio techniques, good flows, keep up the good work.</p> <p style="text-align: right; color: red; font-weight: bold;">90 COPY</p>							
Check Airman Name (PRINT): <b>Joseph L Palvet</b>			EMP #: <b>10332</b>	Check Airman Signature: _____			
FAA Observer Name:		FAA Signature			FAA ID #		

DATE <b>12-13-12</b>	ACFT NO. <b>N919CA</b>	Flt # <b>NCR947</b>	From <b>OMAW</b>	To <b>OAEX</b>	Block Time <b>3.2</b>	Total OE Time <b>09 5.9</b>	A/C TYPE/MODEL: <b>B747-400</b>
OE Pilot as <input type="checkbox"/> PIC <input checked="" type="checkbox"/> SIC	OE Pilot Duty This Leg: <input checked="" type="checkbox"/> Pilot Flying <input checked="" type="checkbox"/> Pilot Monitoring	Landing This Leg Made By:	<input type="checkbox"/> OE Pilot <input checked="" type="checkbox"/> Check Airman		Total Landings by OE Pilot: <b>1</b>		<input type="checkbox"/> Each Box when Completed: <input type="checkbox"/> Logbook Proced. <input type="checkbox"/> PM Duties <input type="checkbox"/> LRN Procedures <input type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input type="checkbox"/> LEGACY Qualified <input type="checkbox"/> HONEYWELL FMS Qualified <input type="checkbox"/> UN1 Qualified <input type="checkbox"/> LTN92 Qualified <input type="checkbox"/> MNPS Qualified <input type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input type="checkbox"/> OE Complete
<p>REMARKS: CONDUCTED FULL WALK-AROUND + LOCATION + USE OF EMERGENCY EQUIPMENT + ESCAPES. GOOD JOB WITH COMPANY PAPERWORK AS PREVIOUS DC-8 EXPERIENCE IS EVIDENT. FLOWS ALL CORRECT. RADIO WORK IS GOOD. SMOOTH TAKEOFF + TRANSITION TO AUTOPILOT. REVIEWED NON-STANDARD AFGHAN PROCEDURES ILS TO 03 APP TO MENS. NICE LANDING.</p>							
Check Airman Name (PRINT): <b>JEREMY LIPKA</b>			EMP #: <b>10063</b>	Check Airman Signature: _____			
FAA Observer Name:		FAA Signature			FAA ID #		

DATE <b>12-13-12</b>	ACFT NO. <b>N919CA</b>	Flt # <b>NCR940</b>	From <b>OAEX</b>	To <b>LFLX</b>	Block Time <b>4.5</b>	Total OE Time <b>09 9.9</b>	A/C TYPE/MODEL: <b>B747-400</b>
OE Pilot as <input type="checkbox"/> PIC <input checked="" type="checkbox"/> SIC	OE Pilot Duty This Leg: <input checked="" type="checkbox"/> Pilot Flying <input type="checkbox"/> Pilot Monitoring	Landing This Leg Made By:	<input type="checkbox"/> OE Pilot <input checked="" type="checkbox"/> Check Airman		Total Landings by OE Pilot: <b>10.0</b>		<input type="checkbox"/> Each Box when Completed: <input type="checkbox"/> Logbook Proced. <input type="checkbox"/> PM Duties <input type="checkbox"/> LRN Procedures <input type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input type="checkbox"/> LEGACY Qualified <input type="checkbox"/> HONEYWELL FMS Qualified <input type="checkbox"/> UN1 Qualified <input type="checkbox"/> LTN92 Qualified <input type="checkbox"/> MNPS Qualified <input type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input type="checkbox"/> OE Complete
<p>REMARKS: AGAIN GOOD JOB WITH PAPERWORK. LOADED FLIGHT PLAN INTO BOX WITH NO DIFFICULTY. SMOOTH TAKEOFF, HEAVY-WEIGHT, MAX-POWER. GOOD SITUATIONAL AWARENESS IN A COMPLEX ENVIRONMENT. DID TO ONLY AND FLEW 1/2 OF TRIP TO LFLX + WAS RELIEVED BY OTHER CREW. OVERALL NICE JOB AND CATCHING ON FAST.</p>							
Check Airman Name (PRINT): <b>JEREMY LIPKA</b>			EMP #: <b>10063</b>	Check Airman Signature: _____			
FAA Observer Name:		FAA Signature			FAA ID #		



# PILOT OPERATING EXPERIENCE

DATE 1-2-13	ACFT NO. N 919CA	Fit # NCR702	From EBOS	To ETAD	Block Time 1.3	Total OE Time 0.0 11.3	A/C TYPE/MODEL: B744
OE Pilot as <input type="checkbox"/> PIC <input checked="" type="checkbox"/> SIC	OE Pilot Duty This Leg: <input checked="" type="checkbox"/> Pilot Flying <input type="checkbox"/> Pilot Monitoring	Landing This Leg Made By: <input checked="" type="checkbox"/> OE Pilot <input type="checkbox"/> Check Airman	Total Landings by OE Pilot: <u>2</u>		<input checked="" type="checkbox"/> Each Box when Completed: <input type="checkbox"/> Logbook Procd. <input type="checkbox"/> PM Duties <input type="checkbox"/> LRN Procedures <input type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input type="checkbox"/> LEGACY Qualified <input type="checkbox"/> HONEYWELL FMS Qualified <input type="checkbox"/> UN1 Qualified <input type="checkbox"/> LTN92 Qualified <input type="checkbox"/> MNPS Qualified <input type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input type="checkbox"/> OE Complete		
REMARKS: <i>Good procedures. Handled challenges of wind, no airport in DB, and very short sector time very well Normal progress,</i>							
Check Airman Name (PRINT): R. SUTHERLAND			EMP # 10453	Check Airman Signature: <i>R1-Sub</i>			
FAA Observer Name:		FAA Signature			FAA ID #		

**COPY**

DATE 1-4-13	ACFT NO. N 919CA	Fit # NCR601	From ETAD	To KLSV	Block Time 5.5	Total OE Time 0.0 16.8	A/C TYPE/MODEL: B744
OE Pilot as <input type="checkbox"/> PIC <input checked="" type="checkbox"/> SIC	OE Pilot Duty This Leg: <input checked="" type="checkbox"/> Pilot Flying <input type="checkbox"/> Pilot Monitoring	Landing This Leg Made By: <input checked="" type="checkbox"/> OE Pilot <input type="checkbox"/> Check Airman	Total Landings by OE Pilot: <u>3</u>		<input checked="" type="checkbox"/> Each Box when Completed: <input checked="" type="checkbox"/> Logbook Procd. <input type="checkbox"/> PM Duties <input type="checkbox"/> LRN Procedures <input type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input type="checkbox"/> LEGACY Qualified <input type="checkbox"/> HONEYWELL FMS Qualified <input type="checkbox"/> UN1 Qualified <input type="checkbox"/> LTN92 Qualified <input type="checkbox"/> MNPS Qualified <input type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input type="checkbox"/> OE Complete		
REMARKS: <i>ETAD-KLSV w/ no Fms Database for either airport handled well. Switched to PM duties in cruise. Now familiar w/ Stockholm HF convs and company comm requirements Cool PM duties in cruise. Visual approach Rwy 21R Nellis. Good descent planning, approach, and landing. Up to speed on all paperwork. Overall, excellent progress.</i>							
Check Airman Name (PRINT): R SUTHERLAND			EMP # 10453	Check Airman Signature: <i>R1-Sub</i>			
FAA Observer Name:		FAA Signature			FAA ID #		

DATE 2-8-13	ACFT NO. N 949CA	Fit # NCR201	From OMDW	To OAZI	Block Time 2.8	Total OE Time 0.0 19.6	A/C TYPE/MODEL:
OE Pilot as <input type="checkbox"/> PIC <input checked="" type="checkbox"/> SIC	OE Pilot Duty This Leg: <input type="checkbox"/> Pilot Flying <input type="checkbox"/> Pilot Monitoring	Landing This Leg Made By: <input checked="" type="checkbox"/> OE Pilot <input type="checkbox"/> Check Airman	Total Landings by OE Pilot: <u>4</u>		<input checked="" type="checkbox"/> Each Box when Completed: <input type="checkbox"/> Logbook Procd. <input type="checkbox"/> PM Duties <input type="checkbox"/> LRN Procedures <input type="checkbox"/> LRN Qualified <input type="checkbox"/> PEGASUS Qualified <input type="checkbox"/> LEGACY Qualified <input checked="" type="checkbox"/> HONEYWELL FMS Qualified <input type="checkbox"/> UN1 Qualified <input type="checkbox"/> LTN92 Qualified <input type="checkbox"/> MNPS Qualified <input type="checkbox"/> EFIS Qualified <input type="checkbox"/> FAA Observation <input type="checkbox"/> OE Complete		
REMARKS: <i>Pre departure tasks managed well considering time constraint for ontime departure. Dep &amp; APP briefings not in exact order discussed the need to comply with correct sequence. Demonstrated good airman ship during the entire flt. Descent and Approach well managed. Thinking ahead of the aircraft. Well flown App. &amp; landing from ILS into OAZI. Discussed various operational techniques into Afghan airports.</i>							
Check Airman Name (PRINT): Peter Pecenicic			EMP # C2041	Check Airman Signature: <i>[Redacted]</i>			
FAA Observer Name:		FAA Signature			FAA ID #		

OE Pilot Certification: I certify that the above training has been received.	OE Pilot Signature:
---	---------------------



# PILOT LINE CHECK

PILOT NAME (Last, First, MI) <b>Brokaw, Jamie L</b>		POSITION <input type="checkbox"/> CAPT <input checked="" type="checkbox"/> FO	EMP # <b>10222</b>	DATE <b>2-13-2013</b>
CERTIFICATE TYPE <input type="checkbox"/> ATP <input checked="" type="checkbox"/> COMMERCIAL	CERTIFICATE NUMBER [REDACTED]	DATE OF PHYSICAL <b>3-21-2012</b>	PHYSICAL CLASS <input checked="" type="checkbox"/> FIRST <input type="checkbox"/> SECOND	
TYPE OF CHECK <input checked="" type="checkbox"/> INITIAL <input type="checkbox"/> RECURRENT <input type="checkbox"/> INTERNATIONAL <input type="checkbox"/> REQUAL <input type="checkbox"/> OTHER				
AIRCRAFT NUMBER <b>N952 CA</b>	A/C TYPE / MODEL <b>B747-400</b>	FROM <b>EVRA</b>	TO <b>ETAR</b>	BLOCK TIME <b>2.8</b>
# OF LANDINGS <b>1</b>				

GRADING S=SATISFACTORY U=UNSAT (REQUIRES COMMENT) N=NOT OBSERVED N/A=NOT APPLICABLE B=BRIEFED

PERSONAL ITEMS	ENROUTE / CRUISE	OCEANIC & LRN PROCEDURES
1. Uniform Appearance - <b>S</b>	20. Adherence to Clearance - <b>S</b>	41. Outbd. Gateway Check / Proced. - <b>N/A</b>
2. Manuals / Flight Materials - <b>N/A</b>	21. Use of Nav Aids - <b>S</b>	42. Enroute Clearance / Logging - <b>N/A</b>
3. Oxygen Preflight / Use - <b>S</b>	22. Enroute Radar Procedures - <b>N/A</b>	43. Check Fit Plan vs Assigned Rte. - <b>N/A</b>
<b>PREFLIGHT</b>	23. Cruise Procedures	44. Plotting Chart Procedures - <b>N/A</b>
4. Flight Planning - <b>S</b>	- Manual Entries - <b>N/A</b>	45. HF Communication Procedures - <b>N/A</b>
5. Forms / Logbook - <b>S</b>	- Fuel / Time Score - <b>N/A</b>	46. LRN Updating Procedures - <b>N/A</b>
6. Exterior/Interior Inspection - <b>S</b>	24. Communication Procedures - <b>S</b>	47. Approaching WPT Procedures - <b>N/A</b>
7. Performance Computations - <b>S</b>	25. Route Changes	48. Crossing WPT Procedures - <b>N/A</b>
8. Weight & Balance - <b>B</b>	- LRN Data Entry/Crosscheck - <b>N/A</b>	49. After Crossing WPT Procedures - <b>N/A</b>
9. Track Message Received - <b>N/A</b>	- Log Changes on Fit Plan - <b>N/A</b>	50. Position Report Procedures - <b>N/A</b>
- Checked Against Flight Plan	<b>DESCENT / APPROACH / LDG</b>	51. Enroute Wx Checks (Dest / Alt) - <b>N/A</b>
10. Notams Received / Analyzed - <b>S</b>	26. Descent Planning - <b>S</b>	52. * Re-Release Procedures - <b>N/A</b>
11. Computer Flight Plan Checked - <b>S</b>	27. Altitude/Speed Control - <b>S</b>	53. * LRN Malfunction Procedures - <b>N/A</b>
12. LRN: <input type="checkbox"/> LTN92 <input checked="" type="checkbox"/> FMS <input type="checkbox"/> UN1 - <b>S</b>	28. Aircraft Configuration - <b>S</b>	54. Diversion Planning
13. LRN Setup	29. Altitude/Airspeed Control - <b>S</b>	* Loss of Engine(s) - <b>N/A</b>
- Initial Position - <b>N/A</b>	30. Holding Procedures - <b>N/A</b>	* Loss of Pressurization - <b>N/A</b>
- Waypoints Entered - <b>N/A</b>	31. Approach Compliance - <b>S</b>	* Loss of Comm. (VHF/HF) - <b>N/A</b>
- Waypoints Crosschecked - <b>N/A</b>	32. Stabilized Approach - <b>S</b>	* Leaving Track System - <b>N/A</b>
- Systems Tests - <b>N/A</b>	33. Pilot Flying <input type="checkbox"/> PIC <input checked="" type="checkbox"/> FO	55. Class II Navigation - <b>N/A</b>
<b>BEFORE TAKEOFF</b>	34. Type Appr. <input checked="" type="checkbox"/> IFR <input type="checkbox"/> VFR	56. Use of AIREP Form - <b>N/A</b>
14. Engine Start / Taxi Procedures - <b>N/A</b>	35. Missed Approach - <b>B</b>	57. Radar Mapping - <b>N/A</b>
15. Clearance & Briefing - <b>S</b>	36. Landing - <b>S</b>	<b>POST FLIGHT PROCEDURES</b>
16. Pre-Dep. LRN & Taxi Checks - <b>N/A</b>	37. Crew Coordination - <b>S</b>	58. * Accuracy Checks / Recording - <b>S</b>
<b>DEPARTURE</b>	38. Use of Checklists - <b>S</b>	59. * LRN System Shutdown - <b>B</b>
17. Takeoff Procedures - <b>S</b>	39. Flight Management - <b>S</b>	<b>OCEANIC QUALIFICATION</b>
18. Takeoff Profile - <b>S</b>	40. Judgment - <b>S</b>	Atlantic / MNPS Qual <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
19. Departure / SID Compliance - <b>S</b>	* Items may be briefed	Pacific Qualified <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

QUALIFICATION RESULTS: (Check All that may apply)

<input type="checkbox"/> CAPT OE COMPLETE	<input type="checkbox"/> CAPT OE INCOMPLETE (Qualified as First Officer Only)	<input checked="" type="checkbox"/> FIRST OFFICER OE COMPLETE
<input type="checkbox"/> LTN92 QUALIFIED	<input type="checkbox"/> UN1 QUALIFIED	<input checked="" type="checkbox"/> EFIS QUALIFIED
<input type="checkbox"/> PEGASUS QUALIFIED	<input type="checkbox"/> LEGACY QUALIFIED	<input checked="" type="checkbox"/> HONEYWELL FMS QUALIFIED
<input checked="" type="checkbox"/> RVSM QUALIFIED	<input type="checkbox"/> PACIFIC TRACKS QUALIFIED	<input type="checkbox"/> N ATLANTIC / MNPS QUALIFIED

(Check the following only for completion of an Appendix F Proficiency Check)  2 LDGS Observed, Appendix F Proficiency Check Completed

REMARKS: **LINE CHECK COMPLETED.**

Overall Line Check  Satisfactory  Unsatisfactory Student Signature: [REDACTED]

I CERTIFY THAT THE ABOVE LINE CHECK WAS ADMINISTERED AS SHOWN AND THE RESULTS ARE AS INDICATED

CHECK AIRMAN NAME (Print): <b>Peter Pecenicic</b>	EMP #: <b>C7041</b>	FAA OBSERVER NAME (Print):	FAA ID #:
CHECK AIRMAN SIGNATURE: <b>Peter Pecenicic</b>	FAA OBSERVER SIGNATURE:		

Completion Certified by Director of Training and Standards

Printed Name: \_\_\_\_\_ Signature: [REDACTED]



# PILOT LINE CHECK

PILOT NAME (Last, First, MI) <b>BROKAW, JAMIE L</b>		POSITION <input type="checkbox"/> CAPT <input checked="" type="checkbox"/> FO	EMP # <b>10022</b>	DATE <b>04/20/2013</b>
CERTIFICATE TYPE <input type="checkbox"/> ATP <input checked="" type="checkbox"/> COMMERCIAL		CERTIFICATE NUMBER [REDACTED]	DATE OF PHYSICAL <b>03/23/2013</b>	PHYSICAL CLASS <input checked="" type="checkbox"/> FIRST <input type="checkbox"/> SECOND
TYPE OF CHECK <input type="checkbox"/> INITIAL <input type="checkbox"/> RECURRENT <input type="checkbox"/> INTERNATIONAL <input type="checkbox"/> REQUAL <input checked="" type="checkbox"/> OTHER <b>NAT-MNPS</b>				
AIRCRAFT NUMBER <b>N 949 CA</b>	A/C TYPE / MODEL <b>B77-400</b>	FROM <b>ETAR</b>	TO <b>KWRI</b>	BLOCK TIME <b>8+34</b>
# OF LANDINGS <b>8</b>				

GRADING S=SATISFACTORY U=UNSAT (REQUIRES COMMENT) N=NOT OBSERVED N/A=NOT APPLICABLE B=BRIEFED

PERSONAL ITEMS	ENROUTE / CRUISE	OCEANIC & LRN PROCEDURES	
1. Uniform Appearance <b>N/A</b>	20. Adherence to Clearance <b>S</b>	41. Outbd. Gateway Check / Proced. <b>S</b>	
2. Manuals / Flight Materials <b>N/A</b>	21. Use of Nav Aids <b>S</b>	42. Enroute Clearance / Logging <b>S</b>	
3. Oxygen Preflight / Use <b>N/A</b>	22. Enroute Radar Procedures <b>N/A</b>	43. Check Fit Plan vs Assigned Rte. <b>S</b>	
<b>PREFLIGHT</b>			
4. Flight Planning <b>S</b>	23. Cruise Procedures	44. Plotting Chart Procedures <b>S</b>	
5. Forms / Logbook <b>N/A</b>	- Manual Entries <b>S</b>	45. HF Communication Procedures <b>S</b>	
6. Exterior/Interior Inspection <b>N/A</b>	- Fuel / Time Score <b>S</b>	46. LRN Updating Procedures <b>N</b>	
7. Performance Computations <b>N/A</b>	24. Communication Procedures <b>S</b>	47. Approaching WPT Procedures <b>S</b>	
8. Weight & Balance <b>N/A</b>	25. Route Changes	48. Crossing WPT Procedures <b>S</b>	
9. Track Message Received <b>S</b>	- LRN Data Entry/Crosscheck <b>S</b>	49. After Crossing WPT Procedures <b>S</b>	
- Checked Against Flight Plan <b>S</b>	- Log Changes on Fit Plan <b>S</b>	50. Position Report Procedures <b>S</b>	
10. Notams Received / Analyzed <b>S</b>	<b>DESCENT / APPROACH / LDG</b>		
11. Computer Flight Plan Checked <b>S</b>	26. Descent Planning <b>N/A</b>	51. Enroute Wx Checks (Dest / Alt) <b>S</b>	
12. LRN: <input type="checkbox"/> LTN92 <input checked="" type="checkbox"/> FMS <input type="checkbox"/> UN1 <b>S</b>	27. Altitude/Speed Control <b>N/A</b>	52. * Re-Release Procedures <b>N</b>	
13. LRN Setup <b>S</b>	28. Aircraft Configuration <b>N/A</b>	53. * LRN Malfunction Procedures <b>N</b>	
- Initial Position <b>S</b>	29. Altitude/Airspeed Control <b>N/A</b>	54. Diversion Planning	
- Waypoints Entered <b>S</b>	30. Holding Procedures <b>N/A</b>	* Loss of Engine(s)	
- Waypoints Crosschecked <b>S</b>	31. Approach Compliance <b>N/A</b>	* Loss of Pressurization	
- Systems Tests <b>N/A</b>	32. Stabilized Approach <b>N/A</b>	* Loss of Comm. (VHF/HF)	
* Leaving Track System			
<b>BEFORE TAKEOFF</b>			
14. Engine Start / Taxi Procedures <b>N/A</b>	33. Pilot Flying <input type="checkbox"/> PIC <input type="checkbox"/> FO <b>N/A</b>	55. Class II Navigation <b>S</b>	
15. Clearance & Briefing <b>N/A</b>	34. Type Appr. <input type="checkbox"/> IFR <input type="checkbox"/> VFR <b>N/A</b>	56. Use of AIREP Form <b>N/A</b>	
16. Pre-Dep. LRN & Taxi Checks <b>N/A</b>	35. Missed Approach <b>N/A</b>	57. Radar Mapping <b>N</b>	
<b>DEPARTURE</b>			
17. Takeoff Procedures <b>N/A</b>	36. Landing <b>N/A</b>	<b>POST FLIGHT PROCEDURES</b>	
18. Takeoff Profile <b>N/A</b>	37. Crew Coordination <b>N/A</b>	58. * Accuracy Checks / Recording <b>S</b>	
19. Departure / SID Compliance <b>N/A</b>	38. Use of Checklists <b>N/A</b>	59. * LRN System Shutdown <b>S</b>	
39. Flight Management <b>N/A</b>			
40. Judgment <b>N/A</b>			
* Items may be briefed			
<b>OCEANIC QUALIFICATION</b>			
Atlantic / MNPS Qual <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO			
Pacific Qualified <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO			

**QUALIFICATION RESULTS:** (Check All that may apply)

<input type="checkbox"/> CAPT OE COMPLETE	<input type="checkbox"/> CAPT OE INCOMPLETE (Qualified as First Officer Only)	<input type="checkbox"/> FIRST OFFICER OE COMPLETE
<input type="checkbox"/> PEGASUS QUALIFIED	<input type="checkbox"/> LEGACY QUALIFIED	<input type="checkbox"/> EFIS QUALIFIED
<input checked="" type="checkbox"/> RVSM QUALIFIED	<input checked="" type="checkbox"/> PACIFIC TRACKS QUALIFIED	<input type="checkbox"/> HONEYWELL FMS QUALIFIED
		<input checked="" type="checkbox"/> ATLANTIC / MNPS QUALIFIED

**COPY**

(Check the following only for completion of an Appendix F Proficiency Check)  2 LDGS Observed. Appendix F Proficiency Check Completed

REMARKS:

Overall Line Check  Satisfactory  Unsatisfactory

Student Signature: [REDACTED]

**I CERTIFY THAT THE ABOVE LINE CHECK WAS ADMINISTERED AS SHOWN AND THE RESULTS ARE AS INDICATED**

CHECK AIRMAN NAME (Print) <b>BEN SIMON PATRICK N</b>	EMP # <b>10403</b>	FAA OBSERVER NAME (Print)	FAA ID #
CHECK AIRMAN SIGNATURE [REDACTED]		FAA OBSERVER SIGNATURE	

Completion Certified by Director of Training and Standards

Printed Name: **PUYEAR, ADAM**

Signature: [REDACTED]





# PILOT FLIGHT TRAINING AND EVALUATION

NAME (LAST, FIRST, MI) <u>Seakaw Jamie L</u>		EMPLOYEE # <u>10222</u>	TYPE AIRCRAFT <input checked="" type="checkbox"/> B747 <input type="checkbox"/> B757	POSITION <input type="checkbox"/> CA <input checked="" type="checkbox"/> FO	
FAA MEDICAL DATE <u>3-21-2012</u>	<input type="checkbox"/> INITIAL (PC) <input type="checkbox"/> RECURRENT (PC) <input type="checkbox"/> UPGRADE (PC) <input type="checkbox"/> TRANSITION (PC)	TYPE OF CHECK (CHECK ONE)			
FAA MEDICAL CLASS <u>1st</u>	<input type="checkbox"/> TYPE RATING <input checked="" type="checkbox"/> CKS RESET (PC) <input type="checkbox"/> OTHER (SPECIFY)				
FAA CERT. # [REDACTED]	TYPE OF TRAINING (CHECK ONE)				
FAA SIM#: <u>589</u> LOCATION: <u>DEN</u>	<input type="checkbox"/> PROFICIENCY TRAINING (PT) <input checked="" type="checkbox"/> WARM-UP <input type="checkbox"/> RECENT EXPERIENCE				
	<input type="checkbox"/> LANDING CERTIFICATION <input type="checkbox"/> LOFT <input type="checkbox"/> OTHER (SPECIFY)				
GRADE S=Satisfactory U=Unsat. U/S=Unsat. followed by Sat. W=Waived / = Not required or completed (U or U/S require comments)					
LEGEND W=May be waived on PC * =May be done in PC WU if w/ chk airman →=Both pilots may get credit C=CA req. on WU F=FO req. on WU					
MANEUVERS / PROCEDURES		GRADE	MANEUVERS / PROCEDURES		
PREFLIGHT		WU PC PT	NORMAL AND NON-NORMAL PROCEDURES		
1. EQUIPMENT EXAMINATION (ORAL OR WRITTEN)		S S	PT/PC - sufficient number to demonstrate knowledge and proficiency:		
2. EXTERIOR INSPECTION <input type="checkbox"/> A/C <input checked="" type="checkbox"/> PICTORIAL		W S	28. AIR SYSTEMS		
3. PREFLIGHT, DON, AND STOW OXYGEN MASK		C/F S	29. AUTOFLIGHT		
4. BEFORE START PROCEDURES		S S	30. COMMUNICATION AND NAVIGATION		
5. ENGINE STARTS (malfunction required for CAs)		S S	31. ELECTRICAL		
6. TAXIING (low vis. required for CAs)		* S	32. FLIGHT CONTROLS		
TAKEOFF			33. FUEL SYSTEM <input type="checkbox"/> FUEL JETTISON (747 only)		
7. NORMAL		* S	34. HYDRAULICS		
8. CROSSWIND		* S	35. ICE AND RAIN PROTECTION		
9. INSTRUMENT (lowest authorized takeoff minimums)		S S	36. LANDING GEAR AND BRAKES		
10. ENGINE FAILURE AT V <sub>1</sub>		S S	37. WARNING SYSTEMS		
11. REJECTED (CA/FO = dual credit)		→ S S	EMERGENCY PROCEDURES		
INSTRUMENT PROCEDURES			PT/PC - sufficient number to demonstrate knowledge and proficiency:		
12. DEPARTURE/ARRIVAL (one may be waived on PC):			38. FIRE IN FLIGHT		
AREA DEPARTURE		* S S	39. SMOKE CONTROL		
AREA ARRIVAL		* S S	40. RAPID DECOMPRESSION		
13. HOLDING		W* S S	41. EMERGENCY DESCENT		
14. NORMAL ILS (to 100' and 1800 RVR):			42. EVACUATION		
HAND FLOWN (not required if autoland performed)		* S S	43. OTHER (specify)		
AUTOLAND (req. if authorized, CA/FO = dual credit)		→* S S	OTHER TRAINING/CHECK		
15. ONE ENGINE INOPERATIVE HAND FLOWN ILS		S S	44. WINDSHEAR:		
16. TWO NON-PREC. APPR. (one may be done in PC WU)		* S	Prior to V <sub>1</sub>		
LOC		S S	Takeoff after V <sub>1</sub>		
RNAV (747 required)		S S	On Approach		
VOR		S S	45. RIGHT SEAT TRAINING (CAs and FO sim instructors)		
LDA		S S	46. CFIT		
17. MISSED APPROACH FROM AN ILS		S S	47. PRM		
18. MISSED APPROACH - OTHER (req. for CAs only)		S S	48. TCAS RA		
IN-FLIGHT MANEUVERS			49. UPSET/UNUSUAL ATTITUDE RECOVERY		
19. ENGINE FAILURE		S S	50. CRM/TEM		
20. STEEP TURNS (req. for CAs only)		W* S S	51. JUDGMENT		
21. APPR. TO STALL (PC - 2 may be waived, 1 must be 15° bank):		S S	52. ENGLISH PROFICIENCY		
TAKEOFF CONFIGURATION		* S S	COMMENTS		
CLEAN CONFIGURATION		* S S	PC Passed. Consolidation reset.		
LANDING CONFIGURATION		* S S			
LANDINGS AND APPROACHES TO LANDINGS					
22. NORMAL LANDING		* S S	<b>COPY</b>		
23. LANDING FROM AN ILS		* S S			
24. CROSSWIND LANDING		* S S			
25. LANDING WITH ONE ENGINE INOP		S S			
26. LANDING WITH TWO ENGINES INOP (B747 CA only)		S S			
27. REJECTED LANDING (counts as landing at 50' IAT)		* S S			
TOTAL LANDINGS PERFORMED (3 minimum)		3 3			
OVERALL PERFORMANCE (check one)					
<input checked="" type="checkbox"/> SATISFACTORY <input type="checkbox"/> UNSATISFACTORY <input type="checkbox"/> INCOMPLETE					
PC or PT	Inst./Check Airman Name	Employee #	Inst./Check Airman Signature	Date	FAA Observer Name
	<u>Tyndall Anthony J</u>	<u>10236</u>	[REDACTED]	<u>2/03/13</u>	
WU	Inst./Check Airman Name	Employee #	Inst./Check Airman Signature	Date	FAA Observer Name
	<u>REED SUTHERLAND</u>	<u>10453</u>	[REDACTED]	<u>2/4/13</u>	



# PILOT PROFICIENCY CHECK

PILOT NAME (LAST, FIRST, MI) <b>BROKAW, JAMIE LEE</b>		POS: <input type="checkbox"/> CAPT <input checked="" type="checkbox"/> FO	EMP # <b>10222</b>	A/C TYPE: <input type="checkbox"/> B-757 <input checked="" type="checkbox"/> B-747	DATE <b>10-10-12</b>
PILOT CERTIFICATE #: <b>[REDACTED]</b>		CERTIFICATE TYPE: <input type="checkbox"/> ATP <input checked="" type="checkbox"/> COMM	PHYSICAL DATE: <b>3/21/12</b>	PHYSICAL CLASS: <input checked="" type="checkbox"/> FIRST <input type="checkbox"/> SECOND <input type="checkbox"/> THIRD	
SIMULATOR # <b>FAA ID 1234</b>	SIMULATOR LOCATION <b>KYIP</b>	BLOCK TIME <b>4/100</b>	THIS CHECK IAW APPENDIX: <input checked="" type="checkbox"/> APP F&H (B757 & B747)		
REASON FOR CHECK: <input type="checkbox"/> INITIAL or UPGRADE PC <input type="checkbox"/> ANNUAL PC (PIC/SIC) <input type="checkbox"/> SIX MONTH PC (PIC) <input type="checkbox"/> REQUALIFICATION <input type="checkbox"/> RANDOM (Does not reset Base Month) <input type="checkbox"/> TO RE-INDEX BASE MO. <input type="checkbox"/> OTHER: <b>reset cks, ending currency</b>					
GRADING: <b>S</b> = SATISFACTORY <b>U</b> = UNSATISFACTORY (REQUIRES COMMENT) <b>NA</b> = NOT APPLICABLE <b>(W)</b> = CAN BE WAIVED <b>W</b> = IS WAIVED					
<b>PREFLIGHT</b>			18. Engine-Out Missed Approach <b>S</b>		
1. Oral Exam (Date & Examiner Name Required Below) <b>S</b>			19. Rejected Landing into Missed Approach <b>S</b>		
2. Preflight Inspection – Exterior: <input type="checkbox"/> Pictorial <input type="checkbox"/> Aircraft <b>S</b>			<b>INFLIGHT MANEUVERS</b>		
3. Preflight Inspection – Interior Cockpit Setup <b>S</b>			20. Steep Turns <b>(W)</b> <b>S</b>		
4. Starts Normal / Non-Normal <b>S</b>			21. Approaches To Stalls <b>2 of 3 can be Waived</b> (One Must Be In A Turn)		
5. Taxi Technique & Procedures <b>S</b>			<input type="checkbox"/> Take-Off Configuration <b>S</b>		
6. Power Plant Checks <b>S</b>			<input type="checkbox"/> Clean Configuration <b>S</b>		
<b>TAKEOFF</b>			<input type="checkbox"/> Landing Configuration <b>S</b>		
7. Normal <b>S</b>			22. Engine Failure <b>S</b>		
8. Instrument (RVR 600) <b>S</b>			23. Other: <b>N</b>		
9. Crosswind (Note 7 & 8 May Be Combined) <b>S</b>			<b>LANDING</b>		
10. Engine Failure After V1 <b>S</b>			24. Normal <input type="checkbox"/> No Wind <input checked="" type="checkbox"/> with Crosswind <b>S</b>		
11. Rejected Take-Off <b>S</b>			25. From ILS <input type="checkbox"/> No Wind <input checked="" type="checkbox"/> with Crosswind <b>S</b>		
<b>INSTRUMENT PROCEDURES</b>			26. One Engine Inop Landing <input type="checkbox"/> B747 <b>S</b>		
12. <input type="checkbox"/> Area Departure <input type="checkbox"/> Area Arrival (One Required) <b>S</b>			27. One Engine Inop Landing <input type="checkbox"/> B757 <b>N</b>		
13. Holding <b>(W)</b> <b>S</b>			28. Two Engine Inop Landing <input type="checkbox"/> B747 <b>N</b>		
14. Precision Approaches (Two Required)			29. Rejected Landing <b>S</b>		
<input type="checkbox"/> Normal ILS <b>S</b>			<b>PROCEDURES</b>		
<input type="checkbox"/> Engine Out ILS (Manual) <b>S</b>			30. Normal <b>S</b>		
<input type="checkbox"/> GCA (Precision) <b>N</b>			31. Emergency & Non-Normal <b>S</b>		
15. Normal ILS (Coupled or Manual) to 100' & RVR 1800 <b>S</b>			32. FMC / CDU <b>S</b>		
16. Non-Precision Approaches (Normally 2 Required, 2 <sup>nd</sup> can be waived)			33. Use of Checklists <b>S</b>		
<input type="checkbox"/> GCA (Non-Precision) <b>N</b>			34. Crew Resource Management (CRM) <b>S</b>		
<input type="checkbox"/> VOR <b>S</b>			35. Threat <b>S</b>		
<input type="checkbox"/> LOC <input type="checkbox"/> LOC B/C <b>N</b>			36. Call Outs / Profiles <b>S</b>		
<input type="checkbox"/> RNAV/VNAV/LNAV <b>S</b>			37. Judgment <b>S</b>		
17. Missed Approach (ILS) <b>S</b>			38. English Proficient <b>S</b>		
LANDING CURRENCY UPDATED WITH <b>3</b> LANDINGS					
ORAL EXAM DATE: <b>10/10/12</b>		ADMINISTERED BY: <b>R SUTHERLAND</b>			
REMARKS: <b>PC complete to company standard. Reestablishes landing currency. Reset cks.</b>					
<b>COPY</b>					
CONSOLIDATION OF KNOWLEDGE & SKILLS: This Check administered for the purpose of: (check one below) (Leave boxes blank if N/A) <input checked="" type="checkbox"/> To extend the Airman's Consolidation period from 120 to 150 days after the original Proficiency Check					
Overall Performance <input checked="" type="checkbox"/> SATISFACTORY <input type="checkbox"/> UNSATISFACTORY			Student Signature: <b>[REDACTED]</b>		
I CERTIFY THAT THE ABOVE CHECK WAS ADMINISTERED AS INDICATED AND THE OVERALL PERFORMANCE WAS AS SHOWN.					
INSTRUCTOR / CHK AMN NAME (Print): <b>REID SUTHERLAND</b>		EMP #: <b>10453</b>	FAA OBSERVER NAME (Print):		FAA ID #:
INSTRUCTOR / CHK AMN SIGNATURE: <b>[REDACTED]</b>			FAA OBSERVER SIGNATURE:		



# PILOT PROFICIENCY TRAINING

PILOT NAME (LAST, FIRST, MI) <b>Brokaw, Jamie L.</b>		POS: <input type="checkbox"/> CAPT <input checked="" type="checkbox"/> FO	EMP # <b>10222</b>	A/C TYPE: <input checked="" type="checkbox"/> DC-8 <input type="checkbox"/> B-757 <input type="checkbox"/> B-747	DATE <b>2-6-12</b>
PILOT CERTIFICATE #: [REDACTED]		CERTIFICATE TYPE: <input type="checkbox"/> ATP <input checked="" type="checkbox"/> COMM		PHYSICAL DATE: <b>3-23-2011</b>	PHYSICAL CLASS: <input checked="" type="checkbox"/> FIRST <input type="checkbox"/> SECOND <input type="checkbox"/> THIRD
SIM LOC: <b>ILN</b>	SIM # <b>300</b>	A/C TAIL # <b>N</b>	A/C LOCATION	BLOCK TIME <b>2.0</b>	THIS TRAINING IAW APPENDIX: <input type="checkbox"/> APP H (B757 & B747 SIM) <input checked="" type="checkbox"/> APP E (DC-8)
REASON FOR TRAINING: <input type="checkbox"/> AIRCRAFT PORTION TO COMPLETE A PC <input type="checkbox"/> SIX MONTH PT (PIC) <input checked="" type="checkbox"/> WARM-UP PRIOR PC (PIC / SIC) <input type="checkbox"/> REQUAL <input type="checkbox"/> RECENCY OF EXPERIENCE / LDG CURRENCY <input type="checkbox"/> RIGHT SEAT DEPENDENCY TNG (PIC) <input type="checkbox"/> EXTEND CONSOLIDATION SKILLS TIME					
GRADING: <b>S</b> = SATISFACTORY <b>U</b> = UNSATISFACTORY (REQUIRES COMMENT) <b>NA</b> = NOT APPLICABLE <b>(W)</b> = CAN BE WAIVED <b>W</b> = IS WAIVED					
<b>PREFLIGHT</b>			18. Engine-Out Missed Approach <b>S</b>		
1. Oral Exam (Date & Examiner Name Required Below)			19. Rejected Landing into Missed Approach <b>S</b>		
2. Preflight Inspection – Exterior: <input type="checkbox"/> Pictorial <input type="checkbox"/> Aircraft			<b>INFLIGHT MANEUVERS</b>		
3. Preflight Inspection – Interior Cockpit Setup <b>S</b>			20. Steep Turns (W) <b>S</b>		
4. Starts Normal / Abnormal <b>S</b>			21. Approaches To Stalls 2 of 3 (W) (One Must Be In A Turn) <b>S</b>		
5. Taxi Technique & Procedures <b>S</b>			<input checked="" type="checkbox"/> T/O Configuration <input checked="" type="checkbox"/> Clean Configuration <b>S</b>		
6. Power Plant Checks <b>NA</b>			<input checked="" type="checkbox"/> Landing Configuration <b>S</b>		
<b>TAKEOFF</b>			22. <input type="checkbox"/> CFIT <input type="checkbox"/> TCAS (RA)		
7. Normal <b>S</b>			22. Recovery From Unusual Attitudes		
8. Instrument (RVR 600) <b>S</b>			23. Engine Failure <b>S</b>		
9. Crosswind (Note 7 & 8 May Be Combined) <b>S</b>			<b>LANDING</b>		
10. Engine Failure After V1 <b>S</b>			24. Normal <input type="checkbox"/> No Wind <input checked="" type="checkbox"/> with Crosswind <b>S</b>		
11. Rejected Take-Off <b>S</b>			25. From ILS <input type="checkbox"/> No Wind <input checked="" type="checkbox"/> with Crosswind <b>S</b>		
<b>INSTRUMENT PROCEDURES</b>			26. One Engine Inop Landing <input type="checkbox"/> B747 <input checked="" type="checkbox"/> DC-8		
12. <input checked="" type="checkbox"/> Area Departure <input checked="" type="checkbox"/> Area Arrival (One Required)			27. B757: <input type="checkbox"/> 1 Eng Inop Ldg		
13. Holding (W) <b>S</b>			28. B747: <input type="checkbox"/> 2 Eng Inop Ldg DC-8: <input checked="" type="checkbox"/> 2 Eng Inop Ldg <b>S</b>		
14. Precision Approaches (Two Required)			29. Rejected Landing		
<input checked="" type="checkbox"/> Normal ILS <b>S</b>			<b>PROCEDURES</b>		
<input checked="" type="checkbox"/> Engine Out ILS (Manual) <b>S</b>			30. Normal <b>S</b>		
<input type="checkbox"/> GCA (Precision)			31. Emergency and Non-Normal <b>S</b>		
15. Normal ILS (Coupled or Manual) to 100' & RVR 1800 <b>S</b>			32. FMC / CDU		
16. Non-Precision Approaches (2 Req'd) Second Approach = (W)			33. Windshear – Takeoff <input type="checkbox"/> Prior VR <input type="checkbox"/> After VR		
<input type="checkbox"/> ASR (Non-Precision GCA)			34. Windshear - Approach <input type="checkbox"/> Go Around <input type="checkbox"/> Landing		
<input checked="" type="checkbox"/> VOR <input type="checkbox"/> PRM (PIC Only) <b>S</b>			35. <input checked="" type="checkbox"/> Use of Checklists <input checked="" type="checkbox"/> CRM / TEM <b>S</b>		
<input checked="" type="checkbox"/> LOC <input type="checkbox"/> LOC B/C <b>S</b>			36. (PIC Only) Right Seat Training		
<input type="checkbox"/> RNAV / VNAV / LNAV			37. Call Outs / Profiles <b>S</b>		
17. Missed Approach (ILS) <b>S</b>			38. <input checked="" type="checkbox"/> Judgment <input checked="" type="checkbox"/> English Proficient <b>S</b>		
<b>LANDING CURRENCY</b> <input type="checkbox"/> LANDING CURRENCY RE-ESTABLISHED WITHIN 90 DAYS WITH REGULAR CREW 14 CFR 121.439 (a) <input type="checkbox"/> LANDING CURRENCY & MANEUVERS RE-ESTABLISHED BEYOND 90 DAYS WITH CHECK AIRMAN 14 CFR 121.439 (b)					
ORAL EXAM DATE:			ADMINISTERED BY:		
REMARKS: <b>3 T/O &amp; Landings Comp.</b>					
<b>COPY</b>					
CONSOLIDATION OF KNOWLEDGE & SKILLS: This Training administered for the purpose of: (Leave box blank if N/A) <input type="checkbox"/> To extend the Airman's Consolidation period from 120 to 150 days after the original Proficiency Check					
Overall Performance <input checked="" type="checkbox"/> SATISFACTORY <input type="checkbox"/> UNSATISFACTORY			Student Signature: [REDACTED]		
I CERTIFY THAT THE ABOVE CHECK WAS ADMINISTERED AS INDICATED AND THE OVERALL PERFORMANCE WAS AS SHOWN.					
INSTRUCTOR / CHK AMN NAME (Print): <b>David R. Godwin</b>		EMP #: <b>10091</b>	FAA OBSERVER NAME (Print):	FAA ID #:	
INSTRUCTOR / CHK AMN SIGNATURE: [REDACTED]			FAA OBSERVER SIGNATURE:		



# PILOT PROFICIENCY CHECK

PILOT NAME (LAST, FIRST, MI) <b>BROKAW, JAMIE L.</b>		POS: <input type="checkbox"/> CAPT <input checked="" type="checkbox"/> FO	EMP # <b>10222</b>	A/C TYPE: <input checked="" type="checkbox"/> DC-8 <input type="checkbox"/> B-757 <input type="checkbox"/> B-747	DATE <b>2-7-12</b>
PILOT CERTIFICATE #: <b>5545003</b>		CERTIFICATE TYPE: <input type="checkbox"/> ATP <input checked="" type="checkbox"/> COMM	PHYSICAL DATE: <b>3-23-2011</b>	PHYSICAL CLASS: <input checked="" type="checkbox"/> FIRST <input type="checkbox"/> SECOND <input type="checkbox"/> THIRD	
SIMULATOR # <b>300</b>	SIMULATOR LOCATION <b>ILW</b>	BLOCK TIME <b>2.0</b>	THIS CHECK IAW APPENDIX: <input type="checkbox"/> APP F&H (B757 & B747) <input checked="" type="checkbox"/> APP F (DC-8)		
REASON FOR CHECK: <input type="checkbox"/> INITIAL or UPGRADE PC <input checked="" type="checkbox"/> ANNUAL PC (PIC/SIC) <input type="checkbox"/> SIX MONTH PC (PIC) <input type="checkbox"/> REQUALIFICATION <input type="checkbox"/> RANDOM (Does not reset Base Month) <input type="checkbox"/> TO RE-INDEX BASE MO. <input type="checkbox"/> OTHER: _____					
GRADING: <b>S</b> = SATISFACTORY <b>U</b> = UNSATISFACTORY (REQUIRES COMMENT) <b>NA</b> = NOT APPLICABLE <b>(W)</b> = CAN BE WAIVED <b>w</b> = IS WAIVED					
<b>PREFLIGHT</b>			18. Engine-Out Missed Approach <b>S</b>		
1. Oral Exam (Date & Examiner Name Required Below) <b>S</b>			19. Rejected Landing into Missed Approach <b>S</b>		
2. Preflight Inspection – Exterior: <input checked="" type="checkbox"/> Pictorial <input type="checkbox"/> Aircraft <b>S</b>			<b>INFLIGHT MANEUVERS</b>		
3. Preflight Inspection – Interior Cockpit Setup <b>S</b>			20. Steep Turns (W) <b>w</b>		
4. Starts Normal / Non-Normal <b>S</b>			21. Approaches To Stalls <b>2 of 3 can be Waived</b> (One Must Be In A Turn)		
5. Taxi Technique & Procedures <b>S</b>			<input checked="" type="checkbox"/> Take-Off Configuration <b>S</b>		
6. Power Plant Checks <b>NA</b>			<input type="checkbox"/> Clean Configuration <b>w</b>		
<b>TAKEOFF</b>			<input type="checkbox"/> Landing Configuration <b>w</b>		
7. Normal <b>S</b>			22. Engine Failure <b>S</b>		
8. Instrument (RVR 600) <b>S</b>			23. Other: <b>NA</b>		
9. Crosswind (Note 7 & 8 May Be Combined) <b>S</b>			<b>LANDING</b>		
10. Engine Failure After V1 <b>S</b>			24. Normal <input type="checkbox"/> No Wind <input checked="" type="checkbox"/> with Crosswind <b>S</b>		
11. Rejected Take-Off <b>S</b>			25. From ILS <input type="checkbox"/> No Wind <input checked="" type="checkbox"/> with Crosswind <b>S</b>		
<b>INSTRUMENT PROCEDURES</b>			26. One Engine Inop Landing <input type="checkbox"/> B747 <input checked="" type="checkbox"/> DC-8 <b>S</b>		
12. <input checked="" type="checkbox"/> Area Departure <input checked="" type="checkbox"/> Area Arrival (One Required) <b>S</b>			27. One Engine Inop Landing (B757) <b>NA</b>		
13. Holding (W) <b>S</b>			28. B747: <input type="checkbox"/> 2 Eng Inop Ldg DC-8: <input type="checkbox"/> 2 Eng Inop Ldg <b>NA</b>		
14. Precision Approaches (Two Required)			29. Rejected Landing <b>S</b>		
<input checked="" type="checkbox"/> Normal ILS <b>S</b>			<b>PROCEDURES</b>		
<input checked="" type="checkbox"/> Engine Out ILS (Manual) <b>S</b>			30. Normal <b>S</b>		
<input type="checkbox"/> GCA (Precision) <b>NA</b>			31. Emergency & Non-Normal <b>S</b>		
15. Normal ILS (Coupled or Manual) to 100' & RVR 1800 <b>S</b>			32. FMC / CDU <b>NA</b>		
16. Non-Precision Approaches (Normally 2 Required, 2 <sup>nd</sup> can be waived)			33. Use of Checklists <b>S</b>		
<input type="checkbox"/> GCA (Non-Precision) <b>NA</b>			34. Crew Resource Management (CRM) <b>S</b>		
<input checked="" type="checkbox"/> VOR <b>S</b>			35. Threat <b>S</b>		
<input checked="" type="checkbox"/> LOC <input type="checkbox"/> LOC B/C <b>S</b>			36. Call Outs / Profiles <b>S</b>		
<input type="checkbox"/> RNAV/VNAV/LNAV <b>w</b>			37. Judgment <b>S</b>		
17. Missed Approach (ILS) <b>S</b>			38. English Proficient <b>S</b>		
LANDING CURRENCY UPDATED WITH <b>3</b> LANDINGS					
ORAL EXAM DATE: <b>2-7-12</b>		ADMINISTERED BY: <b>D. Godwin</b>			
REMARKS:					
<b>COPY</b>					
CONSOLIDATION OF KNOWLEDGE & SKILLS: This Check administered for the purpose of: (check one below) (Leave boxes blank if N/A) <input type="checkbox"/> To extend the Airman's Consolidation period from 120 to 150 days after the original Proficiency Check					
Overall Performance <input checked="" type="checkbox"/> SATISFACTORY <input type="checkbox"/> UNSATISFACTORY			S <b>[REDACTED]</b>		
I CERTIFY THAT THE ABOVE CHECK WAS ADMINISTERED AS INDICATED AND THE OVERALL PERFORMANCE WAS AS SHOWN.					
INSTRUCTOR / CHK AMN NAME (Print): <b>David R. Godwin</b>		EMP #: <b>10091</b>	FAA OBSERVER NAME (Print):		FAA ID #:
INSTRUCTOR / CHK AMN SIGNATURE: <b>[REDACTED]</b>			FAA OBSERVER SIGNATURE:		



**Mike Sheets**  
**Loadmaster**  
**Information**



**Date of hire**

**11/22/2010**



# Training

# Michael Sheets

## Work Experience

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### National Airlines, Nov. 2010 through Present

- Loadmaster

### CP Deliveries, 2004-Nov. 2010

- Ground handling supervisor/trainer, Load plan for DC-8. Oversee buildup/break down of freight. Also supervise loading and unloading of aircraft.

### Thomason Brother's Carpentry, 2000-2010

- Journeymen carpenter, General construction, cabinet making, remodeling, rough framing, and hard wood flooring installation.

## Education

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- Chelsea Public School, GED

## Qualifications

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- Forklift certification
- DC-8 qualified Loadmaster





National Airlines  
LOADMASTER EVALUATION

Loadmaster Name	Employee Nbr	Date Completed
Mike sheets	10379	16.12.2012

Aircraft Type	Purpose of Evaluation		
747-400 BCF	Initial	Recurrent	qualification <input checked="" type="checkbox"/> No Notice <input type="checkbox"/>
Acft Reg	Flight Number or Location	Date	Routing
N949CA	Ncr-201	15.12.2012	Riga-Kwri-Etar

Grading: S = Satisfactory U = Unsatisfactory N = Not Observed N/A = Not Applicable

General Preparation			Cargo Preparation and Loading		
1	Required Manuals and Forms	S	23	Cargo Compartments Preflight Inspection	S
2	Personal Appearance	S	24	Proper Aircraft Cargo System Configuration	S
3	Initiative and Attitude	S	25	Cargo Inspection and Preparation	S
4	Flight Information	S	26	Anti-Tipping Procedures/ Loading Crew Briefing	S
5	Customer and Vendor Coordination	S	27	Proper Loading Procedures	S
6			28		
Ground Operations			Weight & Balance		
7	Use of Checklist	S	29	Loadplanning	S
8	Prioritization of Tasks	S	30	Weight & Balance	S
9	Safety Consciousness	S	31		
10	Security Consciousness	S		Inflight Procedures	
11	Supervisory Ability	N	32	Location/ Operation of Emergency Equipment	S
12	Coordination with Flight Crew	S	33	After Takeoff and Before Landing Checks	S
13			34		
Dangerous Goods			Skills		
14	Acceptance (IATA DG Regulations)	S	35	Tiedown Restraint Criteria and Calculation	S
15	Inspection (IATA DG Regulations)	S	36	Shoring Criteria and Computation	N
16	Documentation (IATA DG Regulations)	S	37	Passenger and Cargo Doors Operation	S
17			38	Cargo Conveyence/ Restraint Systems Operallon	S
			39	General knowledge	S
Flight Documentation			Other		
18	Operations Related	S			
19	Cargo Related	S	40	Aircraft limitations	S
20	Government Agencies Related	S	41		
21	Loadmaster Trip Report	S	42		
22			43		

OVERALL GRADING: S Remarks: Items marked with an asterisk (\*) have comments noted on the back or on an additional sheet.

Name	Date	Signature
Loadmaster Mike Sheets	12/16/12	
Check Loadmaster MIKE HINTON	12/16/12	
Chief Loadmaster ALFREDO GUMBS JR	12/16/12	

COPY



# CLASSROOM ATTENDANCE RECORD

Class #: B747 W+B SYSTEM

Date: 03 MAY 12

Category of Training (Check One): <input type="checkbox"/> INITIAL <input type="checkbox"/> UPGRADE <input type="checkbox"/> RECURRENT <input type="checkbox"/> REQUAL <input checked="" type="checkbox"/> OTHER <u>NEW W+B 747</u>			
Curriculum Segment <u>B747 COMPUTERIZED</u>		Footprint	Classroom Hours:
<u>WEIGHT + BALANCE SYSTEM</u>		DAY# <u>01</u>	<u>1300 to 1700</u>
Print Student Name (Last, First, MI)		Emp. #	Signature
1.	<u>Michael Shantz</u>	<u>10379</u>	
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Remarks			
<u>LAST ITEM</u>			

I certify that the above named students attended the entire session (unless noted in remarks above):

Primary Instructor of Record Name (Last, First, MI)	Primary Instructor Signature
<u>GUMBS, ALFREDO JR</u>	
Additional Instructors Name (Last, First, MI)	Additional Instructors Signature
1.	
2.	
3.	
4.	
5.	

COPY



## CLASSROOM ATTENDANCE RECORD

Class #: CRM

Date: 10/05/10

Category of Training (Check One): <input checked="" type="checkbox"/> INITIAL <input type="checkbox"/> UPGRADE <input type="checkbox"/> RECURRENT <input type="checkbox"/> REQUAL <input type="checkbox"/> OTHER				
Curriculum Segment: <u>CRM TRNG</u> <u>757 DOC. OPERATION</u> <u>DC-98 CARGO DOC. OPERATIONS</u>		Footprint DAY# _____	Modules (Subjects) Listed a.: Reverse	Classroom Hours: <u>0800 to 1200</u>
Print Student Name (Last, First, MI)		Emp. #	Signature	
1.	<u>Michael Sheets</u>	<u>10379</u>		
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<b>Remarks</b>				
<u>DUPLICATE SIGN-IN SHEET ORIGINAL SHEET LOST.</u>				

I certify that the above named students attended the entire session (unless noted in remarks above):

Primary Instructor of Record Name (Last, First, MI)		Primary Instructor Signature	
<u>GUMBS, ALFRED JR</u>			
Additional Instructors Name (Last, First, MI)		Additional Instructors Signature	
1.			
2.			
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5.			



# CLASSROOM ATTENDANCE RECORD

Class #: LMI-1/2

Date: 07DEC10

Category of Training (Check One): <input checked="" type="checkbox"/> INITIAL <input type="checkbox"/> UPGRADE <input type="checkbox"/> RECURRENT <input type="checkbox"/> REQUAL <input type="checkbox"/> OTHER			
Curriculum Segment: <u>INITIAL LM TRNG</u> <u>LMI-1/2</u>		Footprint DAY# <u>01</u>	Classroom Hours: <u>0900 to 1800</u>
Print Student Name (Last, First, MI)		Emp. #	Signature
1.	<u>Abart Michael Sheets</u>	<u>16874</u>	<u>[Signature]</u>
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Remarks			
<u>DUPLICATE SIGN-IN SHEET. ORIGINAL SHEET LOST.</u>			

I certify that the above named students attended the entire session (unless noted in remarks above):

Primary Instructor of Record Name (Last, First, MI)	Primary Instructor Signature
<u>GUMBS, ALFREDO JR</u>	<u>[Signature]</u>
Additional Instructors Name (Last, First, MI)	Additional Instructors Signature
1.	
2.	
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COPY



# CLASSROOM ATTENDANCE RECORD

Class #: LM-31

Date: 0805010

Category of Training (Check One): <input checked="" type="checkbox"/> INITIAL <input type="checkbox"/> UPGRADE <input type="checkbox"/> RECURRENT <input type="checkbox"/> REQUAL <input type="checkbox"/> OTHER			
Curriculum Segment: <u>INITIAL LM TRNG</u>	Footprint: <u>DAY # 02</u>	Modules (Subjects) Listed on Reverse	Classroom Hours: <u>0900 to 1200</u>
<u>GROUND OPERATIONS</u>			
Print Student Name (Last, First, MI)	Emp. #	Signature	
1. <u>Michael Sheets</u>	<u>10579</u>		
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Remarks			
<u>DUPLICATE SIGN-IN SHEET. ORIGINAL SHEET LOST</u>			

I certify that the above named students attended the entire session (unless noted in remarks above):

Primary Instructor of Record Name (Last, First, MI)	Primary Instructor Signature
<u>GUMOS, ALFREDO JR</u>	
Additional Instructors Name (Last, First, MI)	Additional Instructors Signature
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COPY



# CLASSROOM ATTENDANCE RECORD

Class #: LMI-4/5

Date: 09DEC10

Category of Training (Check One): <input checked="" type="checkbox"/> INITIAL <input type="checkbox"/> UP-GRADE <input type="checkbox"/> RECURRENT <input type="checkbox"/> REQUAL <input type="checkbox"/> OTHER _____			
Curriculum Segment: <u>INITIAL LM TRNG</u> <u>LMI-4/5</u>		Footprint DAY# <u>03</u>	Classroom Hours: <u>1000 to 1800</u>
Modules (Subjects) Listed on: Reverse			
	Print Student Name (Last, First, MI)	Emp. #	Signature
1.	<u>Michael Sheets</u>	<u>10379</u>	
2.			
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Remarks			
<u>DUPLICATE SIGN-IN SHEET. ORIGINAL SHEETS LOST.</u>			

I certify that the above named students attended the entire session (unless noted in remarks above):

Primary Instructor of Record Name (Last, First, MI)	Primary Instructor Signature
<u>GUMBS ALFREDO JR</u>	
Additional Instructors Name (Last, First, MI)	Additional Instructors Signature
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2.	
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COPY



# CLASSROOM ATTENDANCE RECORD

Class #: LMI-6

Date: 10 DEC 10

Category of Training (Check One): <input checked="" type="checkbox"/> INITIAL <input type="checkbox"/> UPGRADE <input type="checkbox"/> RECURRENT <input type="checkbox"/> REQUAL <input type="checkbox"/> OTHER _____			
Curriculum Segment: <u>INITIAL LM TRNG</u> <u>LMI-6/</u>		Footprint DAY# <u>04</u>	Classroom Hours: <u>0800</u> to <u>1200</u>
Modules (Subjects) Listed on Reverse			
Print Student Name (Last, First, MI)	Emp. #	Signature	
1. <u>Michael Sheetz</u>	<u>10379</u>		
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Remarks			
<u>DUPLICATE SIGN-IN SHEET. ORIGINAL SHEETS LOST.</u>			

I certify that the above named students attended the entire session (unless noted in remarks above):

Primary Instructor of Record Name (Last, First, MI) <u>GUMBS, ALFREDO JR</u>	Primary Instructor Signature 
Additional Instructors Name (Last, First, MI)	Additional Instructors Signature
1.	
2.	
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# CLASSROOM ATTENDANCE RECORD

Class #: \_\_\_\_\_

Date: 12 DEC 10

Category of Training (Check One): <input checked="" type="checkbox"/> INITIAL <input type="checkbox"/> UPGRADE <input type="checkbox"/> RECURRENT <input type="checkbox"/> REQUAL <input type="checkbox"/> OTHER _____			
Curriculum Segment: <u>INITIAL HAZ MAT B.O.H.S</u>		Footprint DAY# <u>1</u>	Modules (Subjects) Listed on Reverse
Classroom Hours: <u>0800 to 1700</u>			
Print Student Name (Last, First, MI)		Emp. #	Signature
1.	<u>Michael Sheets</u>	<u>10379</u>	
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Remarks			
<u>DUPLICATE SIGN-IN SHEET ORIGINAL SHEET LOST.</u>			

I certify that the above named students attended the entire session (unless noted in remarks above):

Primary Instructor of Record Name (Last, First, MI)	Primary Instructor Signature
<u>GUMBS, ALFRED JR</u>	
Additional Instructors Name (Last, First, MI)	Additional Instructors Signature
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COPY





# CLASSROOM ATTENDANCE RECORD

Class #: \_\_\_\_\_

Date: 13 DEC 10

Category of Training (Check One): <input checked="" type="checkbox"/> INITIAL <input type="checkbox"/> UPGRADE <input type="checkbox"/> RECURRENT <input type="checkbox"/> REQUAL <input type="checkbox"/> OTHER _____			
Curriculum Segment	Footprint	Modules (Subjects) Listed on Reverse	Classroom Hours:
INITIAL HAZMAT B.0142C	DAY # <u>2</u>		<u>0800</u> to <u>1700</u>
Print Student Name (Last, First, MI)		Emp. #	Signature
1.	Michael Sheets	10379	
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Remarks			
DUPLICATE SIGN-IN SHEET ORIGINAL SHEET LOST.			

I certify that the above named students attended the entire session (unless noted in remarks above):

Primary Instructor of Record Name (Last, First, MI)	Primary Instructor Signature
GUMBS, ALFRED JR	
Additional Instructors Name (Last, First, MI)	Additional Instructors Signature
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# CLASSROOM ATTENDANCE RECORD

Class #: \_\_\_\_\_

Date: 14 DEC 10

Category of Training (Check One): <input checked="" type="checkbox"/> INITIAL <input type="checkbox"/> UPGRADE <input type="checkbox"/> RECURRENT <input type="checkbox"/> REQUAL <input type="checkbox"/> OTHER _____			
Curriculum Segment: <u>INITIAL HAZMAT E.OHR</u>		Footprint: <u>DAY # 3</u>	Classroom Hours: <u>0800-1700</u>
Modules (Subjects) Listed a: Reverse			
Print Student Name (Last, First, MI)	Emp. #	Signature	
1. <u>Michael Sheets</u>	<u>10379</u>		
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Remarks			
<u>DUPLICATE SIGN-IN SHEET ORIGINAL SHEET LOST.</u>			

I certify that the above named students attended the entire session (unless noted in remarks above):

Primary Instructor of Record Name (Last, First, MI)	Primary Instructor Signature
<u>GUMBS, ALFRED JR</u>	
Additional Instructors Name (Last, First, MI)	Additional Instructors Signature
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**COPY**



# CLASSROOM ATTENDANCE RECORD

Class #: LMR-1/2/3/4

Date: 01 DEC 11

Category of Training (Check One): <input type="checkbox"/> INITIAL <input type="checkbox"/> UPGRADE <input checked="" type="checkbox"/> RECURRENT <input type="checkbox"/> REQUAL <input type="checkbox"/> OTHER _____			
Curriculum Segment: <u>LM RECURRENT</u>		Footprint	Classroom Hours: <u>0800 to 1700</u>
<u>TENG LMR-1/2/3/4</u>		DAY# <u>01</u>	Modules (Subjects) Listed on Reverse
Print Student Name (Last, First, MI)	Emp. #	Signature	
1. <u>Michael Sheets</u>	<u>10379</u>		
* 2. <u>Michael Hinton</u>	<u>10432</u>		
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Remarks			
* <u>MICHAEL HINTON OBSERVED RECURRENT AS PART OF HIS CHECK LM UPGRADE</u>			

I certify that the above named students attended the entire session (unless noted in remarks above):

Primary Instructor of Record Name (Last, First, MI)	Primary Instructor Signature
<u>GUMBS, ALFREDO JR</u>	
Additional Instructors Name (Last, First, MI)	Additional Instructors Signature
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COPY



# CLASSROOM ATTENDANCE RECORD

Class #: LMR-5/6/7/8

Date: 02 DEC 11

Category of Training (Check One): <input type="checkbox"/> INITIAL <input type="checkbox"/> UPGRADE <input checked="" type="checkbox"/> RECURRENT <input type="checkbox"/> REQUAL <input type="checkbox"/> OTHER			
Curriculum Segment: <u>LM RECURRENT</u>		Footprint	Modules (Subjects) Listed on Reverse
<u>TRNG LMR-5/6/7/8</u>		DAY # <u>02</u>	
Classroom Hours: <u>0800</u> to <u>1700</u>			
Print Student Name (Last, First, MI)		Emp. #	Signature
1.	<u>Michael Sheets</u>	<u>10379</u>	
* 2.	<u>Michael Hinton</u>	<u>10432</u>	
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Remarks			
* <u>MICHAEL HINTON OBSERVED RECURRENT TRNG AS PART OF CHECK LM UPGRADE</u>			

I certify that the above named students attended the entire session (unless noted in remarks above):

Primary Instructor of Record Name (Last, First, MI)	Primary Instructor Signature
<u>GUMBS, ALFREDO JR</u>	
Additional Instructors Name (Last, First, MI)	Additional Instructors Signature
1.	
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COPY



# CLASSROOM ATTENDANCE RECORD

Class #: LMR-B/

Date: 03 DEC 11

Category of Training (Check One): <input type="checkbox"/> INITIAL <input type="checkbox"/> UPGRADE <input checked="" type="checkbox"/> RECURRENT <input type="checkbox"/> REQUAL <input type="checkbox"/> OTHER			
Curriculum Segment: <u>LM RECURRENT</u>		Footprint	Classroom Hours:
<u>TRNG LMR-B/CRM/SAFETY SECURITY</u>		DAY# <u>03</u>	<u>0800</u> to <u>1700</u>
Modules (Subjects) Listed on Reverse			
Print Student Name (Last, First, MI)	Emp. #	Signature	
1. <u>Michael Shacts</u>	<u>10379</u>		
* 2. <u>Michael Hinton</u>	<u>10432</u>		
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Remarks			
* <u>MICHAEL HINTON OBSERVED RECURRENT TRNG AS PART OF CHECK LM UPGRADE</u>			

I certify that the above named students attended the entire session (unless noted in remarks above):

Primary Instructor of Record Name (Last, First, MI)	Primary Instructor Signature
<u>GUMBS, ALFREDO JR</u>	
Additional Instructors Name (Last, First, MI)	Additional Instructors Signature
1.	
2.	
3.	
4.	
5.	

COPY



# CLASSROOM ATTENDANCE RECORD

Class #: \_\_\_\_\_

Date: 05 JAN 12

Category of Training (Check One): <input checked="" type="checkbox"/> INITIAL <input type="checkbox"/> UPGRADE <input type="checkbox"/> RECURRENT <input type="checkbox"/> REQUAL <input type="checkbox"/> OTHER _____			
Curriculum Segment: <u>B747-400</u>		Footprint	Modules (Subjects) Listed on Reverse
CARGO LOADING SYSTEM DVD		DAY# _____	
Classroom Hours: <u>1000 to 1600</u>			
	Print Student Name (Last, First, MI)	Emp. #	Signature
1.	<u>Michael Sheets</u>	<u>10379</u>	<u>[Signature]</u>
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20.			
Remarks			
[Large diagonal line across rows 2-20 with handwritten text: LAST ITEM]			

I certify that the above named students attended the entire session (unless noted in remarks above):

Primary Instructor of Record Name (Last, First, MI)	Primary Instructor Signature
<u>GUMBS, ALFREDO J. 2</u>	<u>[Signature]</u>
Additional Instructors Name (Last, First, MI)	Additional Instructors Signature
1.	
2.	
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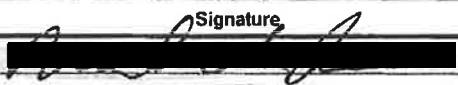




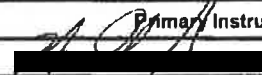
# CLASSROOM ATTENDANCE RECORD

Class #: \_\_\_\_\_

Date: 06 JAN 12

Category of Training (Check One): <input checked="" type="checkbox"/> INITIAL <input type="checkbox"/> UPGRADE <input type="checkbox"/> RECURRENT <input type="checkbox"/> REQUAL <input type="checkbox"/> OTHER _____			
Curriculum Segment: <u>B747-400</u>		Footprint	Classroom Hours: <u>1000 to 1800</u>
<u>LMJ-7 A/C FAM</u>		DAY# _____	Modules (Subjects) Listed on Reverse
	Print Student Name (Last, First, MI)	Emp. #	Signature
1.	<u>Michael Shurtz</u>	<u>10379</u>	
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Remarks			

I certify that the above named students attended the entire session (unless noted in remarks above):

Primary Instructor of Record Name (Last, First, MI)	Primary Instructor Signature
<u>Gumbss, Alfredo Jr</u>	
Additional Instructors Name (Last, First, MI)	Additional Instructors Signature
1.	
2.	
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**COPY**



# CLASSROOM ATTENDANCE RECORD

Class #: \_\_\_\_\_

Date: 09 JAN 12

Category of Training (Check One): <input checked="" type="checkbox"/> INITIAL <input type="checkbox"/> UPGRADE <input type="checkbox"/> RECURRENT <input type="checkbox"/> REQUAL <input type="checkbox"/> OTHER _____			
Curriculum Segment: <u>B747-400</u> <u>WEIGHT &amp; BALANCE TRAIN</u>		Footprint DAY# _____	Classroom Hours: <u>1300 to 1600</u>
Print Student Name (Last, First, MI)		Emp. #	Signature
1.	<u>Michael Sheets</u>	<u>10379</u>	<u>[Signature]</u>
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Remarks			

I certify that the above named students attended the entire session (unless noted in remarks above):

Primary Instructor of Record Name (Last, First, MI)	Primary Instructor Signature
<u>GUMBS, ALFRED JR</u>	<u>[Signature]</u>
Additional Instructors Name (Last, First, MI)	Additional Instructors Signature
1.	
2.	
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4.	
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COPY





# CLASSROOM ATTENDANCE RECORD

Class #: LMR-1/2/3/4

Date: 01DEC11

Category of Training (Check One): <input type="checkbox"/> INITIAL <input type="checkbox"/> UPGRADE <input checked="" type="checkbox"/> RECURRENT <input type="checkbox"/> REQUAL <input type="checkbox"/> OTHER			
Curriculum Segment: <u>LM RECURRENT</u>		Footprint	Classroom Hours: <u>0800 to 1700</u>
<u>TENG LMR-1/2/3/4</u>		DAY# <u>01</u>	Modules (Subjects) Listed on Reverse
Print Student Name (Last, First, MI)		Emp. #	Signature
1.	<u>Michael Sheets</u>	<u>10379</u>	
* 2.	<u>Michael Hinton</u>	<u>10432</u>	
3.			
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20.			
Remarks			
* <u>MICHAEL HINTON OBSERVED RECURRENT AS PART OF HIS CHECK LM UPGRADE</u>			

I certify that the above named students attended the entire session (unless noted in remarks above):

Primary Instructor of Record Name (Last, First, MI)	Primary Instructor Signature
<u>GUMBS, ALFREDO JR</u>	
Additional Instructors Name (Last, First, MI)	Additional Instructors Signature
1.	
2.	
3.	
4.	
5.	

COPY



# CLASSROOM ATTENDANCE RECORD

Class #: LMR-5/6/7/8

Date: 02 DEC 11

Category of Training (Check One): <input type="checkbox"/> INITIAL <input type="checkbox"/> UPGRADE <input checked="" type="checkbox"/> RECURRENT <input type="checkbox"/> REQUAL <input type="checkbox"/> OTHER			
Curriculum Segment: <u>LM RECURRENT</u>		Footprint	Classroom Hours: <u>0800</u> to <u>1700</u>
<u>TRNG LMR-5/6/7/8</u>		DAY # <u>02</u>	Modules (Subjects) Listed on Reverse
Print Student Name (Last, First, MI)	Emp. #	Signature	
1. <u>Michael Sheets</u>	<u>10379</u>		
* 2. <u>Michael Hinton</u>	<u>10432</u>		
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Remarks			
* <u>MICHAEL HINTON OBSERVED RECURRENT TRNG AS PART OF CHECK LM UPGRADE</u>			

I certify that the above named students attended the entire session (unless noted in remarks above):

Primary Instructor of Record Name (Last, First, MI)	Primary Instructor Signature
<u>GUMBS, ALFREDO JR</u>	
Additional Instructors Name (Last, First, MI)	Additional Instructors Signature
1.	
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4.	
5.	

COPY



# CLASSROOM ATTENDANCE RECORD

Class #: LMR-8/

Date: 03DEC11

Category of Training (Check One): <input type="checkbox"/> INITIAL <input type="checkbox"/> UPGRADE <input checked="" type="checkbox"/> RECURRENT <input type="checkbox"/> REQUAL <input type="checkbox"/> OTHER _____			
Curriculum Segment: <u>LM RECURRENT</u>		Footprint	Classroom Hours:
<u>TRNG LMR-8/CRM/SAFETY SECURITY</u>		<u>DAY# 03</u>	<u>0800 to 1700</u>
Modules (Subjects) Listed on Reverse			
Print Student Name (Last, First, MI)	Emp. #	Signature	
1. <u>Michael Shacts</u>	<u>10379</u>		
* 2. <u>Michael Hinton</u>	<u>10432</u>		
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<b>Remarks</b>			
* <u>MICHAEL HINTON OBSERVED RECURRENT TRNG AS PART OF CHECK LM UPGRADE</u>			

I certify that the above named students attended the entire session (unless noted in remarks above):

Primary Instructor of Record Name (Last, First, MI)	Primary Instructor Signature
<u>CUMBS, ALFREDO JR</u>	
Additional Instructors Name (Last, First, MI)	Additional Instructors Signature
1.	
2.	
3.	
4.	
5.	

COPY



## LOADMASTER RECURRENT GROUND TRAINING COMPLETION RECORD

Students Name (Last, First, MI): Sheets, Michael	Emp # 10379	Training For: <input checked="" type="checkbox"/> Loadmaster
Training Location: YIP	Aircraft Type: <input checked="" type="checkbox"/> DC8 <input type="checkbox"/> B747 <input type="checkbox"/> B757	Category of Training: <input type="checkbox"/> New Hire <input type="checkbox"/> Transition

COURSE DESCRIPTION	Hrs Req'd	Hrs Comp	Date	Test Score	INSTRUCTOR NAME	
<b>BASIC INDOCTRINATION</b>						
HR Orientation		1.0	Nov 11		[REDACTED]	
Drugs & Alcohol		1.0	Nov 11			
Ethics		1.0	Jan 12			
<b>GENERAL SUBJECTS</b>						
Safety	1.0	1.0	01Dec11			
Security	4.0	4.0	06Jan12			
Department Policies and Procedures	4.0	4.0	01Dec11			
Hazardous Materials (HAZMAT)	8.0	N/A	N/A			
Cockpit Resource Management (CRM)	2.0	2.0	06Dec10			

AIRCRAFT TYPE TRAINING	Hrs Req'd	Hrs Comp	Date	Test Score	INSTRUCTOR NAME
DC-8	1.0	1.0	02Dec11		[REDACTED]
B757-200	1.0	1.0	02Dec11		
B747-400	2.0	2.0	02Dec11		

EMERGENCY TRAINING	Hrs Req'd	Hrs Comp	Date	Test Score	INSTRUCTOR NAME
Emergency Situations (Classroom)	2.0	2.0	01Dec11		[REDACTED]

Cargo and Ground Operations	Hrs Req'd	Hrs Comp	Date	Test Score	INSTRUCTOR NAME
Ground Operations	2.0	2.0	01Dec11		[REDACTED]
Flight and Cargo Documentation	1.0	1.0	01Dec11		
Telair DVD	2.0	N/A	N/A		

**REMARKS:**

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**I certify the initial training above has been completed in accordance with the approved National Airlines program**

Director of Training Name:	Signature
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# Loadmaster Training

## Syllabus

Loadmaster Training, Initial New Hire

Objective: To qualify new hires for loadmaster duty on National Airlines Aircraft.

Subjects: 1. Dangerous Goods Training	24 Hrs
2. Departmental Policies and Procedures	4 Hrs
3. Flight and Cargo Documentation	3 Hrs
4. Ground Operations	8 Hrs
5. 757 Emergency Equipment Training	2 Hrs
a. 757 Door training	
b. 757 Ditching	
6. Ground Security Coordinator Training	4 Hrs
a. Passenger operations security (2 Hrs)	
b. Cargo operations security (2 Hrs)	
7. Aircraft Familiarization and Weight and Balance Training	
a. DC-8	2 Hrs
b. B-757	4 Hrs
c. B-747 (Including Telair DVDs)	12 Hrs
8. CRM Training	2 Hrs
9. HR Orientation	3 Hrs

Total Time 68 Hrs

Company Manuals used doing training

Cargo Operations Manual  
Weight and Balance Manual  
Hazards Material Manual  
IATA Dangerous Material Manual  
General Operations Manual

Method of training

Powerpoint  
Pelesys (CBT, computer base training)  
DVDs  
OJT

Required Materials:

Calculator  
Pencil and Pen



# Loadmaster Training

## Syllabus

Loadmaster Training, Initial Check Loadmaster

Objective: To qualify Check Loadmasters for duty on National Airlines Aircraft.

- Subjects:
1. Dangerous Goods Training (Training will be based on normal bi-annual requirements) 24 Hrs initial new hire/ 8 Hrs non-new hire
  2. Departmental Policies and Procedures 4 Hrs
  3. Flight and Cargo Documentation 3 Hrs
  4. Ground Operations 8 Hrs
  5. 757 Emergency Equipment Training 2 Hrs
    - a. 757 Door training
    - b. 757 Ditching
  6. Ground Security Coordinator Training 4 Hrs
    - a. Passenger operations security (2 Hrs)
    - b. Cargo operations security (2 Hrs)
  7. Aircraft Familiarization and Weight and Balance Training
    - a. DC-8 2 Hrs
    - b. B-757 4 Hrs
    - c. B-747 (Including Telair DVDs) 12 Hrs
  8. CRM Training 2 Hrs
  9. HR Orientation 3 Hrs

Total Time 68 Hrs

Company Manuals used doing training

Cargo Operations Manual  
Weight and Balance Manual  
Hazards Material Manual  
IATA Dangerous Material Manual  
General Operations Manual

Method of training

Powerpoint  
Pelesys (CBT, computer base training)  
DVDs  
OJT

Required Materials:

Calculator  
Pencil and Pen



# Loadmaster Training

## Syllabus

Loadmaster/Check Loadmaster Training, Recurrent

Objective: To conduct recurrent training for NAL LMs one a year on their hire month.

Subjects: 1. Dangerous Goods Training	8 Hrs
2. Departmental Policies and Procedures	1 Hrs
3. Flight and Cargo Documentation	1 Hrs
4. Ground Operations	2 Hrs
5. 757 Emergency Equipment Training	2 Hrs
a. 757 Door training	
b. 757 Ditching	
6. Ground Security Coordinator Training	4 Hrs
a. Passenger operations security	
b. Cargo operations security	
7. Aircraft Familiarization and Weight and Balance Training	
a. DC-8	1 Hrs
b. B-757	1 Hrs
c. B-747	2 Hrs
8. CRM Training	2 Hrs
9. Fundamentals of Instructing (Check Loadmaster only)	1 Hr*
 Total Time	 24/25* Hrs

Company Manuals used doing training

Cargo Operations Manual  
Weight and Balance Manual  
Hazards Material Manual  
IATA Dangerous Material Manual  
General Operations Manual

Method of training

Powerpoint  
Pelesys (CBT, computer base training)  
OJT

Required Materials:

Calculator  
Pencil and Pen



# Certificate of Completion

Michael Sheets

\_\_\_\_\_ has successfully completed the

80 Hrs of Professional Loadmaster Training

14Dec10

A handwritten signature in dark ink, which appears to be "Dick Newberry".

\_\_\_\_\_  
Dick Newberry  
Director of Training

3300