



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

December 18, 2019

Attachment 6 – Flight Crew Training Records

OPERATIONAL FACTORS/HUMAN PERFORMANCE

DCA19MA143



Line Check Form (PIC/SIC)

Name: GABRIEL COSENTINO Employee #:

Aircraft Type: B-737 Other _____

Position: PIC SIC

Type of Event

- Annual Line Check
- No Notice Line Check
- ETOPS/RVSM
- Check Airman Observation of Duties by Administrator
- Supervised Operation by Check Airman to continue Consolidation of Knowledge and Skills
- Other _____

Results of Event

Satisfactory Unsatisfactory

This check, or portion thereof, has been completed in accordance with the MAI Flight Operations Training Manual.

Date: 10 / 14 / 2018 Block Hours: 2.5
(Month) (Day) (Year)

Ck Airman/Examiner: EDWARD L. CARBALLOSA
(Print)

Ck Airman/Examiner: Employee #:
(Signature)

FAA Observer: No Yes Name: _____
(Print/Signature/FAA #)

Observation under Exemption 10771 (see Check Airman Manual) (check if applicable and as approved)

Check Airman performing observation under exemption 10771:

Ck Airman: _____
(Print)

Ck Airman: _____
(Signature)

Record Form & Verification: _____
(Signature)

Events Graded on the Reverse Side



**ELECTRONIC FLIGHT BAG (EFB)
DEMONSTRATION OF PROFICIENCY**

OPS 121
Revision 4
Date: 5/28/2015

Date: 06-01-18	Last Name: Cosentino	First Name: Gabriel	M.I.	Position:
Employee No: [REDACTED]				<input checked="" type="checkbox"/> Captain
Aircraft:	<input checked="" type="checkbox"/> B737-800 <input type="checkbox"/> B-737- 400		<input type="checkbox"/> Initial <input type="checkbox"/> Differences <input checked="" type="checkbox"/> Recurrent <input type="checkbox"/> Requalification	
<input type="checkbox"/> First Officer <input type="checkbox"/> Dispatcher				

Place one of the following in the blank space provided:

√ Box above for appropriate aircraft , category of training and position .

S= Satisfactory-Proficient in the steps to retrieve charts and/or information requested from the EFB.

U= Unsatisfactory- not able to retrieve charts and/or information in a timely manner.

Part I: Terminal Charts / Flight Deck Pro

Ground Operations	
1. Pre flighting the EFB	S
2. Launching the EFB	S
3. Checking Effectivity	S
4. Checking Non-Normals	S
5. Initializing a Flight	S
6. MEL	S
Terminal Operations	
7. Nav to Terminal Applications	S
8. Define: Origin and Destination	S
9. Navigate to Airport Diagram	S
10. Navigate to Departure Chart	S
11. Change/Edit a Chart Clip	S
12. Define charts for Chart Clip	S
Enroute	
13. Changing a Destination	S
14. Removing a Chart	S
15. Adding an Arrival	S
16. Adding an Approach	S
17. En route Charts (B737-400)	S
Landing	
18. Changing an Arrival	S
19. Changing an Approach	S
20. Navigate to Airport Diagram	S
After Landing	
21. Shutdown of EFB	S

Part II: Boeing Laptop Tool/ Boeing OPT

Ground Operations	
1. Pre flighting the EFB	S
2. Launching the BLT	S
3. Checking Configuration	S
Performance- Take OFF	
4. Searching Data Base	S
5. Use of Virtual KeyBoard	S
6. Performance Data Entries	S
7. Editing	S
8. Use of Form 809	S
Performance-Landing	
9. Nav to Landing page	S
10. Landing data inputs	S
11. Weight next Station	S
Weight and Balance	
12. Nav to W and B page	S
13. Weight Inputs (fuel, cargo)	S
14. CG understanding	S
V-Speeds	
15. V Speed Calculations	S
16. Assumed Temperature	S
17. Thrust Calculations	S
18. WindShear Calculations	S

Part III: Doc Viewer/Secure Content Locker

Manuals	
1. Opening a manual	S
2. Search	S

Any Unsatisfactory grade requires a comment.
Write comments on back of page, if required.

Certifying Authority

I certify that all required curriculum, special and qualification segments for the above listed training have been completed satisfactorily in accordance with Miami Air international Flight Operations Training Manual.

Certifying Authority (Print) STEVE JOFFRIA	Title & ID CAPT U-2705	Pilot Signature: [REDACTED]
Certifying Signature [REDACTED]	Date: 06-01-18	Date: 06-01-18
Debra Giacotti Form and record Verification (Print) office only	Date: 06-04-18	[REDACTED] Form and Record Verification (signature) office only



Line Check Form (PIC/SIC)

Name: GABRIEL COSENTINO Employee #:

Aircraft Type: B-737 Other _____

Position: PIC SIC

Type of Event

- Annual Line Check
- No Notice Line Check
- ETOPS/RVSM
- Check Airman Observation of Duties by Administrator
- Supervised Operation by Check Airman to continue Consolidation of Knowledge and Skills
- Other _____

Results of Event

Satisfactory Unsatisfactory

This check, or portion thereof, has been completed in accordance with the MAI Flight Operations Training Manual.

Date: 11 / 18 / 2016 Block Hours: 1.5
(Month) (Day) (Year)

Ck Airman/Examiner: (Print)

Ck Airman/Examiner: (Signature) Employee #:

FAA Observer: No Yes Name: Armando Lopez (Print/Signature/FAA #)

Observation under Exemption 10771 (see Check Airman Manual) (check if applicable and as approved)

Check Airman performing observation under exemption 10771:

Ck Airman: _____ (Print)

Ck Airman: (Signature)

Record Form & Verification: (Signature)

Events Graded on the Reverse Side



Line Check Form (PIC/SIC)

Name: GABRIEL COSENTINO Employee #:

Aircraft Type: ^(Print) B-737 Other _____

Position: PIC SIC

Type of Event

- Annual Line Check
- No Notice Line Check
- ETOPS/RVSM
- Check Airman Observation of Duties by Administrator
- Supervised Operation by Check Airman to continue Consolidation of Knowledge and Skills
- Other UPGRADE OF

Results of Event

Satisfactory Unsatisfactory

This check, or portion thereof, has been completed in accordance with the MAI Flight Operations Training Manual.

Date: 11 / 20 / 15 Block Hours: 2:32
(Month) (Day) (Year)

Ck Airman/Examiner: Valentines
(Print)

Ck Airman/Examiner: Employee #:

FAA Observer: No Yes Name: _____
(Print/Signature/FAA #)

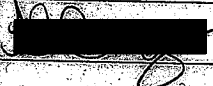
Observation under Exemption ⁸⁰⁵⁴ 10771 (see Check Airman Manual) (check if applicable and as approved)
Check Airman performing observation under exemption 10771: 8054

Ck Airman: STEVE JOFFRID


Ck Airman: (Signature)

Record Form & Verification: (Signature)

The bearer has received all pertinent instructions and is authorized to act in the capacity set forth on this Certificate of Authority while under the supervision of the following district office or offices:

Office	Date	Inspector's signature
South Florida CMO-29	04/19/2019	

Electronic Forms (PDF)

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION CERTIFICATE OF AUTHORITY		DESIGNATION NO. 
NAME	Gabriel Cosentino	DESIGNATION EXPIRES 04/30/2021
Is authorized to act in the capacity of a		
Aircrew Program Designee B 737		
AT FIXED BASE OF OPERATION		
Miami Air International		
for the Administrator		
DESIGNEE'S SIGNATURE 	04/19/2019 (DATE)	 (SIGNATURE)
FAA Form 8430-9 (1-70) FORMERLY FAA FORM 1382		



Flight Training

Ops - 108

Revision: 19

Date: 03-30-17

Date: 5/10/18	Last Name (Print): COSENTINO	First Name (Print): GABRIEL	M.I.	Position: <input checked="" type="checkbox"/> PIC <input type="checkbox"/> SIC
Employee No. [REDACTED]	Check Airman/Instructor (Print): STEVE JOFFRION	Reference Month: JULY	Events accomplished in: <input checked="" type="checkbox"/> Simulator <input type="checkbox"/> Aircraft	
Aircraft Type: 737-800	Type of Training: <input type="checkbox"/> Training in Lieu of a Proficiency Check <input checked="" type="checkbox"/> Training to Proficiency <input type="checkbox"/> Refresher Training <input checked="" type="checkbox"/> Check (✓) here to confirm a simulator safety briefing was conducted.			

Place one of the following in the blank space provided:

S = Satisfactory, proficient in the procedures/maneuvers performed.
I = Incomplete, not all procedures/maneuvers accomplished.

U = Unsatisfactory, no progress in attaining proficiency
/ = Procedures/maneuvers not specifically accomplished.

Ground Training Subjects	
Oral Examination ●	S
Flight Deck Preflight Inspection	S
Exterior Preflight Inspection <input type="checkbox"/> Aircraft <input type="checkbox"/> Pictorial	S
Engine Start ●	S
Taxiing ●	S
Powerplant Checks ●	S

Precision Approaches (All Required)	
ILS (Manual / FD / 1 Engine Inop / 100' DH)	S
PAR	S
ILS (Flight Director and Approach Coupler/100'DH/1800'RVR)	S
Autoland /CAT II / CAT III ●	S

Non Precision Approaches (2 Required)	
Localizer	S
Backcourse Localizer	S
VOR	S
NDB	S
ASR	S
RNAV	S
Other:	S

Takeoffs	
Normal ●	S
Instrument (500' RVR) ●	S
Crosswind	S
Engine Failure (After V1 - Prior to V2) ●	S
Rejected Takeoff ●	S
Night	S
Crosswind with gusts	S

Landings	
Normal ●	S
From ILS ●	S
Crosswind	S
1 Engine Inoperative ●	S
Rejected	S
Night ●	S
Autoland - CAT II/III ●	S
Crosswind with gusts	S

Instrument Procedures	
Area Departure / Arrival (1 Required)	S
Holding	S

General	
Windshear	S
Specific Flight Characteristics (Recovery of the Aircraft)	S
Crew Resource Management	S
Judgement	S
Right Seat Dependent Tasks (PIC)	S

Inflight Maneuvers	
Steep Turns (PIC)	S
Stall Prevention - Clean Configuration	S
Stall Prevention - Configuration Landing	S
Stall Prevention - Configuration Takeoff W 15° to 30° Bank	S
Missed Approach from ILS in Cat II/III conditions *●	S
Additional Missed Approach (PIC) *	S
Engine INOP - Missed Approach / Go Around	S
TCAS Maneuver	S

Documents	
License (ATP, Commercial, etc.)	S
Medical (1st, 2nd)	S
Manuals (AOM, etc.)	S
Required Equipment (Flashlights, etc.)	S

Procedures	
Normal	S
Abnormal	S
Emergency	S

Results of Training	
<input checked="" type="checkbox"/> Satisfactorily	A check, other than satisfactory, requires a comment.
<input type="checkbox"/> Incomplete	
<input type="checkbox"/> Unsatisfactory	
See reverse side for Check Airman/Instructor added training.	

Windshear Training (1 Required) ●	
Takeoff prior to Vr	S
Takeoff after Vr	S
During Approach	S
Windshear Training Simulator event Only	S

Extended/ Envelope Pilot Training	
Manually Controlled Slow Flight	S
Manually Controlled Loss of Reliable Airspeed	S
Manually Controlled Instrument Departure and Arrival (Both)	S
Upset Recovery Maneuver Training	S
Recovery from Bounced Landing	S

Legend:
 Bullet (●) Indicates to be accomplished in Refresher Training
 Asterisk (*) A complete approved missed approach procedure must be accomplished at least once.

Note: Unless otherwise noted, Training in Lieu of a Proficiency Check requires all maneuvers to be completed. (No Waivable Items)

Certifying Authority

I certify that all required curriculum, special, and qualification segments for the above listed training have been satisfactorily completed in accordance with the Miami Air International Flight Operations Training Manual.

Certifying Authority (Print): STEVE JOFFRION	Title & ID #: CAPT [REDACTED]	Trainee Signature: [REDACTED]
Certifying Signature: [REDACTED]	Date: 5/10/18	Date: 5/10/18
Form and Record Verification (Print): [REDACTED]	Form and Record Verification Signature (Office only): [REDACTED]	



Proficiency Check Form (PIC/SIC)

OPS-109

Revision: 58

Date: 04-24-15

Reference Month:

JUNE

Name [Redacted]

(Print)

Employee #: [Redacted]

Aircraft: B-737-800 B-737-400

Position: PIC SIC

Type of Event

- Proficiency Check - Initial
 - Proficiency Check - Recurrent [121.441]
 - Proficiency Check - Requalification
 - Maintain Recency of Experience - [121.439(a)]
 - Reestablish Recency of Experience - [121.439(b)]
- Other: _____

Performed In: Simulator - Level C or better

Result of Events

- Satisfactory
- Unsatisfactory

This check and training, as appointed, has been completed in accordance with the MAI Flight Operations Training Manual.

Date: 5/14/18

CK Airman/Examiner: GABRIEL COSENTINO Employee #: [Redacted]

CK Airman/Examiner: [Redacted] (Signature)

FAA Observer: No Yes Name: THOMAS BERG - [Redacted] (Print/Signature/FAA #)

Form & Record Verification: [Redacted] (Signature)

Comments:

EXCELLENT PIC GOOD JUDGEMENT
 NICE CONTROL
 CAPT COSENTINO ADMINISTERED AN EXCELLENT
 PROF. CHECK AND ITIMS AS WELL QUALIFIED
 TO ADMINISTER SIMULATOR CHECKS.

For Official Use Only:

120 Day]

Deadline _____

FAR 121.434 (g)+(h)



Training Addendum

Ops - 503
Revision: 5
Date: 02-10-01

Date: 04.15.08	Last Name: COSENTINO	First Name: Gabriel	M.I.	Position:
Emp. #				<input type="checkbox"/> Captain <input checked="" type="checkbox"/> First Officer <input type="checkbox"/> Flight Engineer <input type="checkbox"/> Flight Attendant <input type="checkbox"/> Dispatcher
Additional information or comments on reverse side.		Crew Base Miami		

Type of Training	A/C Type	Hours	Date Completed	Verifying Signature
TLS/PRM				
GROUND School Completed	737-800	1:00	03.05.08	[Signature]
RNAV Approaches				
GROUND School Completed	737-800	1:30	03.05.08	[Signature]
Window + Get back drill	737-800/400	1:00	03.07.08	[Signature]
AED/EMK-Initial	737-800/400	2:00	03.14.08	[Signature]
CRJ Chemical protective Suit briefing Completed	737-800/400	1:45	03.14.08	[Signature]
Boeing Laptop Tool	737-800	2:00	04.22.08	[Signature]
EFB part I + II Completed	737-400 Differences	6:00	05.06.08	[Signature]
AD Hoc Fuel Audit Exam Completed	737-800/400	0	02.15.09	[Signature]
Catagory II-III (Initial)	737-800	2:00	04.08.09	[Signature]
737-700 Differences	737-700	:30	05.27.09	[Signature]
QBH/Volume 1 Completed	737-800/400	/	09.05.09	[Signature]
Initial (Acceptance) Hazardous materials TRAINING Completed	737-800/400	AS Required	02.25.10	[Signature]
Winter operations	737-800/400	AS Required	11.25.10	[Signature]
QIT 3.4 Differences Completed	737-800	AS Required	06.22.11	[Signature]
Signature		Title	Date	4 MAR 2010



Proficiency Check Form (PIC/SIC)

OPS-109

Revision: 59

Date: 04-05-18

Reference Month:

AUGUST

Name REUBEN BAKKER

(Print)

Employee #: [REDACTED]

Aircraft: B-737-800

Position: PIC SIC

Type of Event

- Proficiency Check - Initial
- Proficiency Check - Recurrent [121.441]
- Proficiency Check - Requalification
- Maintain Recency of Experience - [121.439(a)]
- Reestablish Recency of Experience - [121.439(b)]

- Check Airman Observation
Other: FAW 121.414
- Proficiency Check - Upgrade

Performed In: Simulator - Level C or better

Result of Events

- Satisfactory
- Unsatisfactory

This check and training, as approved, has been completed in accordance with the MAI Flight Operations Training Manual.

Date: 8/28/19

CK Airman/Examiner: GABRIEL COSENTINO Employee #: [REDACTED]

CK Airman/Examiner: [REDACTED] (Signature)

FAA Observer: No Yes Name: THAYER M. RABEI [REDACTED] (Print/Signature/FAA #)

Form & Record Verification: [REDACTED] (Signature)

Comments:

8/17/19 - ORAL EXAM / EXTENDED
PREFLIGHT SATISFACTORY
FAA-INSPECTION THAYER RABEI PRESENT
FAA: 50-219 # [REDACTED]

For Official Use Only:
 120 Day
 Deadline
 FAR 121.434 (g)+(h)



Operator Proficiency Check (OPC)

Ops - 130
Revision: 1
Date: 04-05-18

Date:	12/21/18	Last Name (Print):	COSENTINO	First Name (Print):	GABRIEL	M.I.	Position:	<input checked="" type="checkbox"/> PIC <input type="checkbox"/> SIC
Employee No.	[REDACTED]	Crew Supporting OPC, Position(s) and Name(s):		JAVIER RODRIGUEZ				
Aircraft Type:	B-737-800	An OPC can substitute for a LOFT (CFR 121.441) however, a LOFT cannot be a substitute for an OPC (EASA).		Results of Event:	<input checked="" type="checkbox"/> Satisfactory, <input type="checkbox"/> Unsatisfactory, <input type="checkbox"/> Incomplete		Hours Completed:	4.0
Any unsatisfactory grade or incomplete requires comment.								

Grading: S = Satisfactory U = Unsatisfactory / = Not Observed I = Incomplete

Normal Procedures		Documents	
Oral Briefing	S	License (ATP)	S
Interior Preflight Inspection	S	Medical (1st)	S
Fuel Loading & Verification	S	Manuals (AOM, etc.)	S
Engine Start Procedures	S	Req. Equip. (Flashlight, Read glasses, Passport, etc.)	S
Taxi & Use of Airport Diagram	S	Non-Normal / Emergency Procedures	
Rejected Takeoff	/	Obtaining Appropriate Clearances	S
Takeoff & Climb	S	Observation of Surface Guidance Systems Lighting	S
Pressurization	S	Aircraft Fire	/
Cruise & Fuel Management	S	Smoke Control	/
Stall Prevention and Recovery	S	Powerplant	S
Descent and Hold as Appropriate	S	Electrical System	/
Approaches:	/	Air Conditioning & Pressurization	/
Non-Precision Approach	S	APU	/
Precision Approach	S	Ice & Rain Protection	/
Missed Approach	/	Oxygen	/
Autoland	/	Hydraulic System	/
PAR/ ASR	/	Flight Control System	/
RNP AR (PF and PM)	/	Landing Gear	/
Landing	S	Passenger Evacuation / Ditching	/
After Landing and Taxi	S	Emergency Equipment Location	S
Securing	S	Troubleshooting	S
Situational Awareness	S	Controlled Flight Into Terrain (CFIT)	S
Performance Computations and Proper FMC Entry for T.O	S	TCAS Maneuver	S
Anti-Ice & De-Ice Procedures	S	High Altitude Approach to Stall	S
Windshear: (Training Event)	[REDACTED]	Other:	/
Takeoff Prior to VR	/		/
Takeoff After VR	S	General	
During Approach	/	Judgement	S
Right Seat Dependent Tasks (PIC)	/	Checklist Utilization	S
	/	CRM and TEM (Threat Error Management)	S
	/	Standardization	S

Certifying Authority

I certify that all required curriculum, special, and qualification segments for the above listed training have been satisfactorily completed in accordance with the Miami Air International Flight Operations Training Manual.

Certifying Authority (Print)	Check Airman / Evaluator	Title & ID #:
DAVID A. DENNER		Capit [REDACTED]
Certifying Signature		Date:
[REDACTED]		12/21/18
Form and Record Verification (Print)	(Office Only)	Form and Record Verification Signature (Office only)
CRAG ATTEU		[REDACTED]



Proficiency Check Form (PIC/SIC)

OPS-109
Revision: 59
Date: 04-05-18

Reference Month:
JULY

Name GABRIEL COSENTINO Employee #: [REDACTED]
(Print)

Aircraft: B-737-800
Position: PIC SIC

Type of Event

- Proficiency Check - Initial
- Proficiency Check - Recurrent [121.441]
- Proficiency Check - Requalification
- Maintain Recency of Experience - [121.439(a)]
- Reestablish Recency of Experience - [121.439(b)]
- Other: _____
- Proficiency Check - Upgrade

Performed In: Simulator - Level C or better

Result of Events

- Satisfactory
- Unsatisfactory

This check and training, as approved, has been completed in accordance with the MAI Flight Operations Training Manual.

Date: 6/14/19

CK Airman/Examiner: David A. Pichner Employee #: [REDACTED]
(Print)

CK Airman/Examiner: [REDACTED]
(Signature)

FAA Observer: No Yes Name: _____
(Print/Signature/FAA #)

Form & Record Verification: [REDACTED]
(Signature)

Comments:

For Official Use Only:
120 Day
Deadline _____
FAR 121.434 (g)+(h)

Ground Operations			Precision Approaches (Normal)		
Equipment Examination:	<input type="checkbox"/> Written	<input checked="" type="checkbox"/> Oral	S	ILS (<input type="checkbox"/> CAT I, <input type="checkbox"/> CAT II, <input checked="" type="checkbox"/> CAT III) R check which is accomplished	S
Exterior Preflight Inspection:	<input type="checkbox"/> Aircraft	<input checked="" type="checkbox"/> Pictorial	S	ILS (Manual/FD/1 Eng. INOP/100' DH) R	S
Interior Inspection:	<input type="checkbox"/> Aircraft	<input checked="" type="checkbox"/> Cockpit	S	PAR	S
Engine Start			S	ILS (Fit. Director and Appr. Coupler/100' DH/1800 RVR)	S
Taxiing			S	Non-Prec. Approaches (2 Required)	
Powerplant Checks			S	Localizer	S
Takeoffs				Backcourse Localizer	S
Normal R			S	VOR	S
Instrument (500' RVR) R			S	NDB	S
Crosswind			S	ASR	S
Engine Failure (After V ₁ - Prior to V ₂) R			S	LDA	S
Rejected Takeoff *			S	RNAV	S
				Other	S
Instrument Procedures				Landings	
Area Departure/Arrival (1 Required)			S	Crosswinds with Gusts	S
Holding *			S	Normal R	S
Inflight Maneuvers and Procedures				From ILS R	S
Steep Turns (PIC) *			S	Crosswind	S
Approach to Stall - Clean Config. *			S	1 Engine Inoperative R	S
Approach to Stall - Landing Config. *			S	Rejected (may be combined with the missed approach, if the AGL is to 50' or lower)	S
Approach to Stall - Takeoff Config. W/15° to 30° Bank			S	After Landing	
Specific Flight Characteristics *			S	After Landing flow	S
Missed Approach from an ILS approach			S	Checklist	S
NOTE: At least one Missed Approach must be a complete Missed Approach Procedure.				Parking	S
RNP AR Missed Approach from Published DA			S	Securing	S
Additional Missed Approach, from an ILS (PIC)			S	Documents	
Engine Out Missed Approach, may be required at the option of the person checking			S	License (ATP, Commercial/Instrument/Multi-Engine)	S
Procedures				Medical (1st)	S
Normal			S	Manuals (AOM)	S
Abnormal			S	Required Equipment (Flashlight, Reading glasses, Passport, etc.)	S
Emergency			S	General	
				CRM	S
				Judgement	S
				Right Seat Dependent (PIC): Recurrent event only	S

Grading: S = Satisfactory U = Unsatisfactory W = Waived / = Not Observed I = Incomplete (An entry must be made for each event)
 * = May be Waived Except on Initial or Requalification Check
 R = Minimum Items Required to Reestablish Recency of Experience Check
 PIC means PIC event only
 PAR is a Military Requirement. Checked at the option of the Administrator. A must by a Check Airman
 Right Seat Dependent (PIC) all are Line Captains who are/will perform SIC duties in the right seat
 When performed, only 1 Autoland can be credited toward Recency of Experience requirements.

Check (✓) as accomplished.

Approved windshear training accomplished (one required). Takeoff Prior to Vr Takeoff After Vr During Approach

Windshear Training is not a part of the Proficiency Check Event.

Reestablish Recency of Experience [14 CFR 121.439(b) and (e)]

(Check when appropriate) As the Check Airman who observed the Take-Offs and Landings to Reestablish Recency of Experience of the pilot named on this form, I certify that the person is proficient and qualified to perform flight duty in operations under 14 CFR Part 121.

Check Airman Signature: _____

I have been debriefed and have personally reviewed this form.

Pilot Signature: _____



Line Check Form (PIC/SIC)

Name: GABRIEL COSENTINO Employee #:

Aircraft Type: B-737
(Print)

Position: PIC SIC

Type of Event

- Initial Line Check
- Annual Line Check
- No Notice Line Check
- ETOPS/RVSM
- Check Airman Observation of Duties by Administrator
- Supervised Operation by Check Airman to continue Consolidation of Knowledge and Skills
- Other _____
- Line Observation of Duties FAR 121.434 (c)

Results of Event

Satisfactory Unsatisfactory

This check, or portion thereof, has been completed in accordance with the MAI Flight Operations Training Manual.

Date: 9, 24, 19 Block Hours: 4:40
(Month) (Day) (Year)

Ck Airman/Examiner: EDWARD L. CARBALLOSA

Ck Airman/Examiner: Employee #:
(Signature)

FAA Observer: No Yes Name: _____
(Print/Signature/FAA #)

Observation under Exemption 18042 (see Check Airman Manual) (check if applicable and as approved)

Check Airman performing observation under exemption 18042:

Ck Airman: _____
(Print)

Ck Airman:
(Signature)

Record Form & Verification:
(Signature)

Events Graded on the Reverse Side

Line Check Form (PIC/SIC) - Back

		Ops-110
Grading: S=Satisfactory U=Unsatisfactory /=Not Observed Note: An entry must be made for each event.		
Flight Planning/Pre-Departure		Other
Flight Planning	S	Taxiing (include discussion on narrow taxi ways)
Crew Briefing	S	Parking
Exterior Preflight	S	Long Range Navigation Procedures
Cockpit Preflight	S	Crew Resource Management
Weight & Balance Load Supervisor	S	Sterile Cockpit Procedures
		Use of Electronic Flight Bag (EFB)
Takeoff & Climb		Documents and Equipment
Runway Alignment/Thrust Setting	S	Use of the Weather Radar (radar is used to avoid and NOT to penetrate adverse weather)
Proper Rotation and Pitch Management	S	Flight Certificate, Passport and Radio License
Crosswind Technique	S	Medical (First Class)
Gear/Flap Retraction	S	Manuals (AOM, QRH, etc.)
Noise Abatement Profile	S	Required Equipment (Flashlights, etc.)
Climb Profile	S	Extra pair eye glasses if required for flight
Cruise		Comments
Cruise - Level Off	S	<p><i>Annual Line Check accomplished and satisfactory. Captain Cosentino demonstrates excellent knowledge of procedures, excellent airmanship. He uses CRM effectively and has excellent situational awareness. Nice job!</i></p>
Altitude Selection	S	
Descent		
Descent Planning/Management	S	
Airspeed Control	S	
Use of Speed Brakes	S	
Approach Briefing	S	
Approach & Landing		<p>Check the appropriate box below if Line Operation was in association with continuing consolidation of knowledge and skills [121.434 (h)(4)]:</p> <p><input type="checkbox"/> I have determined that the Pilot has retained an adequate level of proficiency by observing that Pilot in a supervised line flight. Pilot may continue with consolidation of knowledge and skills to complete 100 hours of operating time in 150 days.</p> <p><input type="checkbox"/> Pilot has not retained an adequate level of proficiency and recommend further supervision by Check Airman after completing refresher training.</p> <p>Check Airman Signature: _____</p> <p>Date: _____</p>
AFDS management and OPT use	S	
Profile Management VFR/IFR	S	
Stabilized Approach	S	
Flap/Gear Management	S	
Standard Callouts	S	
Touchdown Point	S	
Crosswind Technique	S	
Brakes/Reverse Thrust	S	
Directional Control	S	
Autoland / CAT II / CAT III Procedures	S	

I have been debriefed and have personally reviewed this form.

 (Pilot Signature)

Miami Air International

B-737 SIMULATOR/AIRCRAFT RECORD OF TRAINING

Name: CLAUDIO LAFRANCA Employee No: [REDACTED] Captain First Officer
(Print)

TYPE TRAINING

(✓ as appropriate below)

Initial Transition Upgrade Requalification Other _____

Simulator Level: C D

Date 20 <u>19</u>	SIM or A/C PERIOD	HOURS	TOTAL HOURS	INSTRUCTOR PRINT	SIGNATURE
2-07-19	1	4.0	4.0		
2-08-19	2	4.0	8.0		
2-11-19	3	4.0	12.0		
2-12-19	4	4.0	16.0		
2-14-19	5	4.0	20.0		
2-15-19	6	4.0	24.0		
2-18-19	7	4.0	28.0		
2-19-19	8	4.0	32.0		
2-21-19	9	8.0	40.0		
2-22-19	10	7.0	37.0		
2-23-19	11	3.0	40.0		
	12				

Interior and Exterior Aircraft Training Completed Satisfactorily. AC #: 749

Instructor Signature: [REDACTED] Print: G. COSENTINO Date: 1/14/19

All Appendix "E" Items Completed Satisfactorily and is Recommended for Check Ride.

Check here only if completion with less than programmed hours occurred.

Instructor Signature: [REDACTED] Print: G. COSENTINO Date: 2/29/19

Reviewed By: [REDACTED] Date: 3/15/2019

Name

- LEGEND** * maneuver/procedure that requires sim motion "on" to receive credit
- GRADING LEGEND:**
- S = Satisfactory Progress
 - S = Satisfactory Completion
 - ⊖ = Below Normal Progress (Additional Training Required, Comment Required)
 - U = Unsatisfactory Progress (Comment Required)



Date: 18 December 2019

From: Richard Draina

To: Shawn Etcher

Encl: Records for FO C. La Franca and Captain G. Cosentino

Subj: Training Dates and Documentation

The following table for FO La Franca and attachments for your review:

Titled Training: **Date of Completion:**

Note 1. Initial Maneuvers Training	02/19/2019
Initial Ground School	02/01/2019
Note 2. Initial Crew Resource Management	03/04/2019
Note 3. Initial Performance Training	02/01/2019
Emergency Drill	03/04/2019
Note 4. Wind Shear Training	02/19/2019
Note 5. Weather Radar Training	02/14/2019
Fatigue Risk Management Training	01/06/2019
Safety Management Training	01.08/2019
Note 6. RNAV Training	02/14/2019
Electronic Flight Bag Training	03/13/2019

Note 1. The "B-737 Simulator/Aircraft Record of Training" (on the front facing page) OPS -118 show simulator specific dates along with the completion date of Initial Maneuvers Training collectively. These individual sim period dates correspond to the simulator periods that are contained on the inside of FO La Franca's record. Maneuvers Training completion (on front of form) was completed 02/19/2019.

Continued...

Note 2. CRM is part of Ground Training (§121.419) with lecture and exercises given on the day of and coupled with Emergency Drill (§121.417). This CRM approach enhances the Scenario Based Training experience (IMO) and the reason it is performed with drill training. Also, if able, the Emergency Training scheduled for the pilots is also the date of Emergency Training for the Flight Attendants; together this makes for multi position CRM. Since ground training is given one date for the purposes of capturing an eligibility period to identify the next training cycle, CRM completion becomes the date for Ground School completion. However, to give you an exact date of CRM training, an attached Attendance roster identifying the date of CRM is forwarded.

Note 3. Performance Training is part of Ground Training. However, performance training together with weight and balance are given over a several day time frame to enhance proficiency. Initial Ground School completion is the date Performance training is complete. Attached (Attendance Rosters) are the specific dates the Performance Training was conducted.

Note 4. Wind shear training completed during simulator 8 and 9 see line 17, 18 and 65 under column 8 and 9 on the inside of OPS-118 form (first attachment).

Note 5. Weather Radar Training completed during Simulator 5 see line 92 under column 5 on last page of OPS 118 form.

Note 6. RNAV Training given during Simulator 2, 3, 4 and 5 see line item 67 under column 2, 3, 4 and 5 on inside of OPS-118 form. RNAV completed satisfactorily on 2/14/2019 as indicated with a "S" that is circled.

Regarding Captain Cosentino's last LOFT before the accident, the event of LOFT was on 12/21/2018 (attached). The term "Line Oriented Flight Training (LOFT)" and "Operator Proficiency Check (OPC)" are synonymous in tracking currency for flight training and checking I/A/W § 121.441. The term "OPC" was adopted to comply with EASA and in doing so, the LOFT event became a scenario-based proficiency check event. The OPC is not an initial event, however, as a "Qualification LOFT" is required in accordance with Appendix H training. Attached also is an excerpt from the Miami Air Flight Operations Training Manual to explain the term Operator Proficiency Check.

The OPC concept was approved by the POI and EASA, thereby giving MAI clearance to fly into the European theater.

End



Certification of Completion Initial New Hire Pilots

Ops – 103
Revision: 14
Date: 04-05-18

Date:	01-21-19	Last Name (Print):	LaFranca	First Name (Print):	M	M.I.	Position:
Employee No.:	[REDACTED]						<input checked="" type="checkbox"/> PIC <input type="checkbox"/> SIC
Aircraft Type:	<input checked="" type="checkbox"/> B-737			Reference Month:	February		

Curriculum Segments	CFR	PIC	SIC	Program Hours	Date Completed
Basic Indoctrination	121.415	X	X	44	01-10-19
Emergency Training & Drills	121.417	X	X	8	03-04-19
Ground Training (General & Specific)	121.419	X	X	122	02-01-19
Flight Training	121.423/121.424	X	X	To Proficiency	03-01-19
Differences	121.418	X	X	As Required	01-14-19
Upset Prevention and Recovery (UPRT)	121.423	X	X	2	-

Fatigue Risk Management Training 01-06-19
Safety Management System Training 01-08-19

Special Segments	CFR	PIC	SIC	Program Hours	Date Completed
<i>Aircraft</i> Crewmember Security Search	1544	X	X	4	03-04-19
HAZMAT Training (Acceptance) <i>will not carry</i>	121 Subpart Z	X	X	2	01-11-19
Long Range Navigation / ETOPS	121.445 (d)	X	X	8	03-05-19
EAP / Drug/Alcohol Training	120.115(c)(1)	X	X	1	11-29-18
Anti-ice/De-ice Training	121.629 (c)	X	X	3	01-18-19
RVSM	91.706	X	X	1	03-05-19

Qualification Segments	CFR	PIC	SIC	Program Hours	Date Completed
Proficiency Check	121.441	X	X		02-27-19
ASR/PAR Training	121.401	X	X	To Proficiency	03-13-19
Aircraft Rating: A/C <i>737-800</i>	61.151	X	Opt.		02-27-19
Operating Experience	121.434	X	X	Variable	
Line Check	121.440	X	X		
FAA Observation	121.434	X	N/R		-

X = Required subject for seat position N/R = Not Required per FAR Opt. = Optional for company to schedule

Note: UPRT Ground Training includes Stall Prevention and Recovery. The programmed hours are part of the total ground training hours.

Validation

I validate that all required curriculum, special, and qualification segments for the above listed training and/or checks has been satisfactorily completed in accordance with the Miami Air International Flight Operations Training Manual.

Validating Authority (Print)	Title:
<i>Richard DRANA</i>	[REDACTED]
Signature	Date:
[REDACTED]	3/22/2019

Miami Air International

B-737 SIMULATOR/AIRCRAFT RECORD OF TRAINING

Name: CLAUDIO LAFRANCA Employee No. [REDACTED] Captain First Officer
(Print)

TYPE TRAINING

(✓ as appropriate below)

Initial Transition Upgrade Requalification Other _____

Simulator Level: C D

Date 20 <u>19</u>	SIM or A/C PERIOD	HOURS	TOTAL HOURS	INSTRUCTOR PRINT	SIGNATURE
2-07-19	1	4.0	4.0	[REDACTED]	[REDACTED]
2-08-19	2	4.0	8.0	[REDACTED]	[REDACTED]
2-11-19	3	4.0	12.0	[REDACTED]	[REDACTED]
2-12-19	4	4.0	16.0	[REDACTED]	[REDACTED]
2-14-19	5	4.0	20.0	[REDACTED]	[REDACTED]
2-15-19	6	4.0	24.0	[REDACTED]	[REDACTED]
2-18-19	7	4.0	28.0	[REDACTED]	[REDACTED]
2-19-19	8	4.0	32.0	[REDACTED]	[REDACTED]
2-21-19	9	8.0	40.0	[REDACTED]	[REDACTED]
2-22-19	10	7.0	37.0	[REDACTED]	[REDACTED]
2-25-19	11	3.0	40.0	[REDACTED]	[REDACTED]
	12				

Interior and Exterior Aircraft Training Completed Satisfactorily.

AC #: 749

Instructor Signature: [REDACTED] Print: G. COSENTINO Date: 1/14/19

All Appendix "E" Items Completed Satisfactorily and is Recommended for Check Ride.

Check here only if completion with less than programmed hours occurred.

Instructor Signature: [REDACTED] Print: G. COSENTINO Date: 2/29/19

Reviewed By: [REDACTED] Date: 3/15/2019
Training Department/Standards only
Name

LEGEND * maneuver/procedure that requires sim motion "on" to receive credit

GRADING LEGEND: S = Satisfactory Progress
 S = Satisfactory Completion
 (S) = Below Normal Progress (Additional Training Required, Comment Required)
 U = Unsatisfactory Progress (Comment Required)

LINE		1	2	3	4	5	6	7	8	9	10	11	12
PREFLIGHT (see front of form for completion)													
1	Visual Inspection (Exterior and Cabin)	S	(S)										
2	Prestart / Start / Post Start Procedures	S	(S)										
3	* Taxiing to include narrow taxi ways and turns / Briefing	S	(S)										
4	* Use of Airport Diagram	S	(S)										
5	* Obtaining appropriate clearance before crossing or entering taxiways	S	(S)										
6	* Observation of all surface movements, guidance controls and markings	S	(S)										
TAKEOFF and POWERPLANT CHECKS													
7	Before Takeoff Check	S	(S)										
8	Proper receipt of takeoff clearance & configuration of aircraft and FMS entry for departure runway prior to crossing hold-short line.	S	(S)										
9	* Normal	✓	S	(S)									
10	* Night					S	S	(S)					
11	* Instrument (Minimum RVR 500' + 100' OVC)				(S)								
12	* Crosswind						S	(S)					
13	* Crosswind with gusts (after 3/12/2019)										(S)		
14	* Engine Failure After V1 but before V2						S	(S)					
15	Rejected		(S)										
16	Rejected or Engine Failure Takeoff at Night		(S)										
WINDSHEAR													
17	* Takeoff Roll (Prior to V1)								(S)				
18	* Takeoff (After V1)								(S)				
FLIGHT MANEUVERS & PROCEDURES													
19	Stall Prevention and Recovery			S					(S)				
20	Stall Prevention - Clean Configuration			S					(S)				
21	Stall Prevention - T/O w/15° to 30° Turn			S					(S)				
22	Stall Prevention - Landing			S					(S)				
23	* MAX Endurance & MAX Range				S				(S)				
24	Steep Turns (PIC event)			S					(S)				
25	Anti-Ice & De-Ice Procedures							(S)					
26	* Area Arrival / Departure	S	(S)										
27	* Systems; Adherence to Assigned Radials	✓	S		(S)								
28	Holding			S	(S)								
29	* Turns with and without Spoilers								(S)				
30	* Runaway and Jammed Stabilizer								(S)			(S)	
31	* Terrain Avoidance Escape Maneuver											(S)	
32	Use of NAV Systems (FMC)	S	S	S	S			(S)					
PREC. INSTRUMENT APPROACHES													
33	* TCAS Maneuver							(S)					
34	* ILS - Raw Data	S	S		S			(S)				(S)	
35	* ILS Flight Director to 100'											(S)	
36	* ILS Auto coupled			S				(S)					
37	* ILS engine out							(S)		(S)			
38	Loss of Generators				(S)								

		1	2	3	4	5	6	7	8	9	10	11	12
NON-PREC. INSTR. APPROACHES													
39	LOC	S							S				
40	LOC Back Course		S							S			
41	VOR or VOR/DME		S							S			
42	NDB or NDB/DME							S	S				
43	Visual	S	S		S	S							
44	LOC/DME	S							S				
45	LDA or LDA/DME									S			
46	RNAV Approach to DA or DDA			S	S		S	S	S	S			
MISSED APPROACHES													
47	* From ILS			S	S		S		S				
48	* From ILS - engine out					S	S	S	S				
49	* From Non-Precision			S	S		S		S				
50	* Complete Published Procedure			S									
51	* Jammed Stabilizer						S						
52	* From a RNAV Approach		S	S			S	S	S	S			
53	Loss of Generators				S								
APPROACH & LANDINGS													
53	* Normal	✓	✓	S	S	S	S	S	S				
54	* Flap 15 degrees					S	S		S				S
55	* Flaps less than 15 Degrees				S								
56	* Manual Reversion								S				
57	* From ILS	✓		S	S		S	S	S				
58	* Crosswind						S	S	S				
59	* Crosswind with gusts (after 3/12/2019)												S
60	* Engine Out					S		S	S				
61	* Rejected Landing								S				S
62	* Night					S	S						S
63	* Abnormal Flap (Asymmetrical / Split)				S								
64	* Landing w/ Stabilizer out of Trim (PIC Event)						S	S					S
65	* Windshear												S
66	* Jammed Stabilizer						S						
67	* RNAV Departure; Standard Terminal Arrival; Approach and Landing		S	S	S	S							
EMERGENCY PROCEDURES													
68	Engine Start Malfunction (hung, hot, wet)		S										
69	Aircraft Fire on ground (i.e. Lithium battery, Lavatory, etc.)							S	S				
70	In-flight Engine Shutdown / Airstart					S							
71	In-flight Engine Fire							S	S				
72	* Engine Severe Damage / Separation							S	S				
73	* Cabin Emergencies (i.e. Medical, bomb, security & smoke)		S		S								
74	Smoke in Cargo Compartment					S		S					
75	Emergency Land Gear Extension								S				
76	Cockpit Smoke Removal					S			S				
77	Fire Enroute (Flight Deck and Cabin)								S				
78	* Loss of all Generators				S								
79	* Rapid Depress / Emergency Descent						S						S
80	Evacuation												S

LINE		1	2	3	4	5	6	7	8	9	10	11	12
81	APU Fire		(S)										
82	Wheel Well Fire		(S)										
83	Fuel & Oil		(S)				S	(S)					
84	Electrical					(S)							
85	Hydraulic					(S)							
86	Flight Controls				(S)								
87	Stall Warning / Yaw Damper					(S)							
88	Flight Inst. (Malfunction)					(S)							
89	* Landing Gear (Malfunction)							S		(S)			
90	Communication / Navigation Failure								(S)				
91	* Flap System Abnormality				(S)				(S)				
92	Airborne Wx Radar					(S)							
93	Auto Pilot					(S)							
94	Mode Control Panel (MCP)		S	S	S	S	(S)					(S)	
95	* Right Seat Dependent Task (PIC)		S	S	S		S	S	S			(S)	
96	* Unusual Attitudes and Recovery				(S)							(S)	
97	Anti Icing & De-Icing					(S)						(S)	
98	Automatic or Other Approach Aids								S			(S)	
PILOT EXTENDED ENVELOPE TRAINING													
99	Manually Controlled Slow Flight												
100	Manually Controlled Loss of Reliable Airspeed												
101	Manually Controlled Instrument Departure & Arrival												
102	Upset Prevention and Recovery												
103	Recovery from Bounced Landing												
104	Instructor-guided, hands on experience from a full stall												

In accordance with FAR 121.423 and Public Law 111-216, the following additional training/maneuvers to FAR 121 Subpart E is accomplished.

Note: All training to successful satisfactory completion on an initial basis after 3/12/2019.

SIM/AC PERIOD	COMMENTS
1	Needs to work on Pitch and Roll control, following FLIGHT DIRECTOR, STAY ON GLIDE PATH.
2	Pitch + Roll control still needs work on App/Command. Needs to maintain constant pitch attitude, don't let A/C get off centerline, TAKE IMMEDIATE CORRECTIVE ACTION.