
2-1 SIMULATOR SESSION 1

Lindbergh 4501

Location: KMEM gate B40 or B3, first flight of the day, cold dark cockpit

Weather: 27010KT 1/2SM R18R/1800FT FG OVC002 20/15 A2992

Aircraft: TOW 61,000 LBS, FUEL 8,000 LBS (Frozen), MIN 7,500 LBS,
RSV 2,297 LBS, TRIM 5.7, CG 27%

Clearance: KMEM as filed, maintain 5000 expect FL200 in 10 min, climb via SID,
dep 124.15, squawk 3345

2-1.1 Briefing

- Preflight Slideshow
- Performance Limitations and Pre-departure Brief Items
- Checklist Procedures and Associated Callouts
- Normal Starts, to include Pre-start Procedures and First Flight Checks
- Headset/Intercom Usage
- Pushback and Taxi Procedures
- Normal Takeoff and Climb
- RNAV Departure
- FMS Entries and Reroutes
- Review Airwork and Maneuver Setup
- Stalls, Low Altitude. Takeoff, Clean, Landing
- Stability/Roll Control (UPRT)
- Discovering Thrust Available, Low Altitude (UPRT)
- Manually Controlled Slow Flight (UPRT). If a stall occurs complete the proper stall recovery
- Area Arrival Procedures with ILS Approach, Auto Pilot Flown, Visual Conditions (When Stable on the GS Freeze the Simulator and Identify Normal Pitch and Thrust setting) and Proper Briefings
- Normal Landing

2-1.2 **Maneuvers**

- Seat Positioning and Adjustment
- Headset Use and Audio Panel Setup
- Safety Check thru Cleared to Start Check
- Pushback
- Normal Starts and After Start Check
- Taxi or Reposition to T/O point 18R
- Before T/O Check
- Normal Takeoff and Climb Out
- RNAV Departure
- Reroute and FMS Exercises
- Stall Series with Pusher Demo
- Stability/Roll Yaw Control (UPRT)
- Discovering Thrust Available Low Altitude (UPRT) High Chemical Energy from Excess Thrust, Immediate Engine Increase, Versus High Altitude (To be Completed in Sim Session 6), Lack of Chemical Energy; must trade potential energy for kinetic energy.
- Manually Controlled Slow Flight with Climbs and Descents AP OFF, FD OFF, Clean: 170kts, Flaps 20: 140kts, Flaps 30 Gear Down: 135kts, Flaps 45: 125kts (UPRT)
- Normal Descent Including Approach Briefing and Appropriate Checklists
- Vectors to Autopilot Coupled ILS Approach visual conditions (when stabilized on the glide slope, freeze the sim to identify the proper pitch and thrust settings.)
- Normal Landing

2-1.3 **Debrief**

- Review CRM/RRM Principles.
- Have students read over CANPA/UPRT procedures in SOP.

2-1.4 Dispatch Release

DISPATCH RELEASE
OFP 1 GOJET AIRLINES 26OCT2021 2138Z

IFR FLT G7 4501 KMEM/MEM STD 2200Z ETD 2200Z
KMEM/MEM STA 2300Z ETA 2246Z

AIRCRAFT TAIL NO N521GJ / CRJ/8C5B1
PERF FACTOR 0.0

BY SIGNING, I BELIEVE THAT THIS FLIGHT CAN BE MADE W/ SAFETY

DX SIGNATURE LAURA GARVEY PHONE +1 314 222 4373 DESK GJ2
CA- A D.B COOPER

----- FLIGHT PLAN SUMMARY 4501 KMEM KMEM -----

	TIME	FUEL	ALTN	TIME	DIST	ALT	BURN
BURN	0145	5003	T/O				
MSAP	0005	200	DEST1				
RESERVE	0045	2297					
MIN FUEL		7500					
TAXI OUT	0015	205					
MIN GATE		7705					
CONT	0005	295		PLANNED		MAX ALLOWABLE	
TOTAL		8000	PAX LOAD	40	BOW	45101	
LDG FUEL	0053	2743	PAYLD	8399	MPAYLD	12399	
			ZFW	53205	MZFW	59000	
			TOW	61000	MTOW	65000	
			LDG WGT	61000	MLDG	61000	
			RAMP WGT	61205	MRMP	66000	

NO TANKERING RECOMMENDED
LOSS FOR EXTRA FUEL USD/1000 LBS. 4.99

OPERATION	MODES	CLB	CRZ	DES
CLIMB	290/.74	AVG WND	CMP	T4 H1 H8
CRUISE	320/.77	AVG TMP	CMP	P11 P13 P09
DESCENT	290/.74	AVG CRZ	WIND	306 / 13

FMS ROUTE
-KMEM/36C N0400F140 SELPH# OHULO DCT MEM DCT KMEM/36C

TERRAIN CLEARANCE CHECK

DD CHECK - TERRAIN CHECK COMPLETED WITH NO LIMITATIONS

DP CHECK - TERRAIN CHECK COMPLETED WITH NO LIMITATIONS

* DMI LIST ***** REFER TO MEL/CDL FOR ALL ITEMS *****
* 23-22-01A ACARS EXPIRE YYYY-MM-DD (VALID DATE) *

-----DISPATCH REMARKS-----
SIMULATOR TRAINING FLIGHT, FUEL FROZEN

PIC SIGNATURE

Rev.: ORIG
Eff.: 12/06/24

Simulator Sessions
Simulator Session 1

CH 2
2—1—4

COMPUTER FLIGHT PLAN				GOJET			G7 FLT 4501		
WP	LAT	TTIME	DIST	IAS	MCH	MC	ALT	WIND	TFB
STIME	LONG	TTREM	DTGO	TAS	G/S	HDG	IOAT	WCOMP	MFRM
KMEM/36C		-----	-----	---	---	---	---	----	
		00.22	117	---	---	---	---	----	3937
SLONN N35 13.29 00.03			11	290	.74	010	080	307014	437
003 W089 56.51 00.19			106	400	220	008	P11	H007	3500
TOC N35 26.88 00.06			14	290	.74	014	140	304017	299
003 W089 52.99 00.17			92	400	328	011	P04	H006	3201
BETYY N35 35.25 00.07			9	320	.62	014	140	306018	114
001 W089 50.82 00.16			83	400	395	011	P02	H008	3087
SELPH N35 44.16 00.08			9	320	.62	013	140	308018	98
001 W089 48.68 00.14			74	400	393	011	P02	H008	2989
OHULO N35 46.12 00.09			2	320	.62	013	140	308018	22
001 W089 48.21 00.14			72	400	393	010	P02	T006	2967
TOD N35 23.22 00.12			23	320	.62	193	140	303016	244
003 W089 53.69 00.10			49	400	407	195	P02	T006	2723
MEM N35 00.91 00.16			23	290	.74	193	059	308009	50
004 W089 58.99 00.06			26	400	319	194	P14	H003	2673
KMEM/36C		-----	-----	---	---	---	---	----	274
		00.00	0	---	---	---	---	----	2399

ATC FLIGHT PLAN

FF KZMEZQZX
KSTLGJJSO
(FPL-GJS4501-IS
-CRJ7/M-SDE3GLORVW/EB1
-KMEM2200
-N0400F140 SELPH# OHULO DCT MEM DCT
-KMEM0022
-PBN/B2B3B4C2C3D2D3 SUR/260B DOF/211026 REG/N521GJ CODE/A68D44
OPR/GJS PER/C RMK/TCAS)