

2-3 SIMULATOR SESSION 3 NIGHTTIME OPERATIONS

Lindbergh 4503

Location: KJFK 22R, on the runway, ready to start

Weather: 22010K 3SM OVC008 20/15 A2997,
Nighttime (back to daytime for V1 cuts)

Aircraft: TOW 61,000 LBS, FUEL 7,000 LBS (Frozen), MIN 6,500 LBS,
RSV 2,213 LBS, TRIM 5.7, CG 27%

Clearance: KJFK as filed, maintain 3000 expect 5000 in 10 min, dep 135.9,
squawk 5645

2-3.1 Briefing

- Review and Questions from Previous Lesson
- Review Abnormal Starts (Hot, Hung, No Starter Cutout)
- Brief Scenario Based Stall (Takeoff)
- Flight Instrument Abnormalities (QRH for Air Data Computer, MFD & PFD Failures; not Including Unreliable Airspeed)
- VOR 31L KJFK Approach, Review CANPA Procedures. ILS 22R JFK, ILS 4R EWR
- Engine Out Approach Procedures and Techniques.
- Missed Approach and Diversion Procedures
- Crosswind and Tailwind Landing Procedures
- FMS malfunction and PFD Malfunction
- Callouts
- Engine Out ILS Procedures
- Diversion Procedures
- V₁ Cuts and Appropriate Checklists and Callouts

2-3.2 **Maneuvers**

- Abnormal Starts (Hot, Hung, No Starter Cutout)
- Before Takeoff Check
- Normal Takeoff with Crosswind and Gusts, Crosswind 15kts Gust 20kts
- Takeoff Stall Below 80ft AFE (Scenario Based Takeoff Stall)
- Vectored Departure
- VOR Approach 31L KJFK, Balked Landing Below 50ft AGL to a Published Missed Approach
- Vector to ILS 22R KJFK 1/2 mile visibility, 15kt Crosswind with Gusts, Missed Approach (Nothing in Sight) or Balked Landing (Could use Aircraft Entering or on the Runway)
- Diversion to KEWR
- Flight Instrument Abnormalities
- Vectors to Autopilot Flown ILS 4R KEWR Night-tailwind Landing Failed FMS and PFD (MFD Reversion for PFD)
- Full Stop Landing
- V1 Cut Exercise KEWR (Change to Daytime)
(Reposition or Taxi to RWY 29 Takeoff Point and Set Winds 210/10)
- Single Engine ILS KEWR Hand Flown to a Landing

2-3.2.1 **V₁ Cut Exercise, Daytime**

- Told what engine is being failed. One failed each side.
- Engine flameout without knowing which engine. As many as necessary.
- Fail at gear retraction

2-3.3 **Debrief**

- Overall rundown of lesson.
- CRM/RRM.
- Issues/questions that arise during lesson.

2-3.4 Dispatch Release

DISPATCH RELEASE
OFP 2 GOJET AIRLINES 27OCT2021 0310Z

IFR FLT G7 4503 KJFK/JFK STD 0100Z ETD 0100Z
KJFK/JFK STA 0200Z ETA 0202Z

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 4503 KJFK KJFK -----

	TIME	FUEL	ALTN	TIME	DIST	ALT	BURN
BURN	0140	3183	T/O				
ALTN	0016	1104	DEST1	EWR	0016	70 70	1104
RESERVE	0045	2213					
MIN FUEL		6500					
TAXI OUT	0020	273					
MIN GATE		6773					
CONT	0003	227					
TOTAL		7000	PAX LOAD	50	BOW		45101
LDG FUEL	0052	2837	PAYLD	10500	MPAYLD		11958
			ZFW	55601	MZFW		59000
			TOW	61000	MTOW		62035
			LDG WGT	61000	MLDG		61000
			RAMP WGT	61273	MRMP		66000

NO TANKERING RECOMMENDED
LOSS FOR EXTRA FUEL USD/1000 LBS. 3.18

OPERATION MODES	CLB	CRZ	DES
CLIMB 290/.74	AVG WND CMP	T20 H1	H18
CRUISE 320/.77	AVG TMP CMP	P05 P02	P06
DESCENT 290/.74	AVG CRZ WIND	047 / 21	

FMS ROUTE
-KJFK/31L N0344F050 DCT COL DCT JAMCA DCT KJFK/31L

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

COMPUTER FLIGHT PLAN			GOJET			G7 FLT 4403		
WP	LAT	TTIME	DIST	IAS	MCH	MC	ALT	WIND
TFB								
STIME	LONG	TTREM	DTGO	TAS	G/S	HDG	IOAT	WCOMP
MFRM								
KJFK/31L		-----	-----	---	---	---	---	----
		00.14	68	---	---	---	---	----
4430								
TOC	N40 33.78	00.02	8	290	.74	234	050	053024
333								
002	W073 52.11	00.12	60	344	210	233	P11	T022
4097								
COL	N40 18.70	00.06	24	320	.53	234	050	042020
302								
004	W074 09.58	00.08	36	344	366	234	P08	H020
3795								
TOD	N40 23.15	00.08	11	320	.53	078	050	046021
140								
002	W073 56.84	00.06	25	344	325	077	P08	H019
3655								
JAMCA	N40 29.06	00.12	14	290	.74	078	016	045021
128								
004	W073 39.75	00.02	11	344	256	077	P13	H006
3527								
KJFK/31L		-----	-----	---	---	---	---	----
132								
		00.00	0	---	---	---	---	----
3395								

OPERATIONAL IMPACTS

WEIGHT CHANGE DN 500	TRIP M 000003 LBS	TIME P 0000
WEIGHT CHANGE UP 500	TRIP P 000003 LBS	TIME P 0000
FL CHANGE UP FL1	NOT AVAILABLE	
FL CHANGE DN FL1	NOT AVAILABLE	
FL CHANGE DN FL2	NOT AVAILABLE	

WIND AND TEMPERATURE SUMMARY KJFK TO KJFK

CLIMB	T O C			COL
FL350 101/25 M48	FL090	037/15	P01	FL090 034/14
P01				
FL310 089/48 M43	FL070	045/20	P04	FL070 037/17
P04				
FL200 060/28 M19	*FL050	053/24	P08	*FL050 042/20
P08				

FL150	042/17	M09	FL050	053/24	P08	FL050	042/20
P08							
FL100	033/12	M01	FL050	053/24	P08	FL050	042/20
P08							

T O D			DESCENT		
FL090	032/14	P01	FL390 280/9		M47
FL070	039/18	P04	FL350 099/20		M47
*FL050	046/21	P08	FL310 089/48		M43
FL030	045/20	P12	FL200 059/28		M19
FL010	038/17	P16	FL100 029/12		M01

ATC FLIGHT PLAN

FF KZNYZQZX KNYCZZZX
KSTLGJSO
(FPL-GJS4503-IS
-CRJ7/M-SDE3GLORVW/EB1
-KJFK0100
-N0344F050 DCT COL DCT JAMCA DCT
-KJFK0014 KEWR
-PBN/B2B3B4C2C3D2D3 SUR/260B DOF/211027 REG/N521GJ CODE/A68D44
OPR/GJS PER/C RMK/TCAS)