

3-1 PHRASE TRANSLATIONS

When you hear...	It means...
"Vectors for ____ approach"	Build it, Bug it, Brief it Get ATIS, load approach, tune frequencies, set MDA and speed bugs, brief approach, in range check *Sequence approach, if appropriate*
"Cleared for approach"	Select APPR or NAV mode "Set next altitude" for Non precision
"ALTS CAP"	"Set next altitude" or "Set DDA" (not GPS) "Adjust Power"
"GPS APPROACH"	"Set DDA"
"Fly published missed approach"	White needles, NAV mode, calculate Flaps 0+30 S.A.F.E. prior to entering the hold
"Are you sure?"	You are wrong, stop and look at what you're doing

When you see...	It means...
Wings level	Center heading bug
Base leg	Start to configure, Bug 170, Flaps 1, 8, 20
1 dot below GS	"Gear down, flaps 30" 2 ENG ILS "Gear down, bug ref and 5, before landing check" on SE ILS
FAF crosses 5-mile ring	"Gear down, flaps 30" on non-precision "Gear down, bug ref and 5, before landing check" on SE non-precision
Blue Needle Preview	Go to Green Needles, unless still using NAV mode
Single Engine, A/C not cooperating	It's the stupid brick!
A/P on after a Go-Around	White needles, possibly NAV mode

4-1 SIMULATOR CONFIGURATION

- 4-1.1 SIM Setup: C.G. – 27, Pitch Trim – 6.0
- 4-1.2 Various Speeds per SOP and QRH for 61,000lbs
- 4-1.3 Baseline Pitch and Power Settings for Straight and Level Flight at
5,000ft/Clean
- 4-1.4 Aircraft Configuration for Airwork
- 4-1.5 Nuisance Messages, Allowable Maintenance Procedures

4-2 MAINTENANCE FORM ILLUSTRATIONS

- 4-2.1 FLT 0001 Aircraft Maintenance Flight Log
- 4-2.2 MX-001 Deferred Maintenance Item (DMI)

4-1 SIMULATOR CONFIGURATION

4-1.1 SIM Setup: C.G. – 27, Pitch Trim – 6.0

Speedcard – 61000lb <1098> and <Imperial>

61000 lb TAKE-OFF															
Add 1 knot to V ₁ & V _R for Wing & Cowl Anti-Ice ON															
	Flaps 8								Flaps 20						
	OAT	Altitude X 1000 ft							OAT	Altitude X 1000 ft					
	°C	SL	2	4	6	8	10		°C	SL	2	4	6	8	10
V ₁ 118	≤0	0	1	2	3	4	5	V ₁ 113	≤0	0	1	2	2	3	4
	20	0	1	2	3	5	6		20	0	1	2	3	4	5
	30	0	2	3	5	6	7		30	0	1	3	4	5	6
	40	2	3	4	6	---	---		40	2	3	4	5	---	---
	50	4	5	---	---	---	---		50	3	4	---	---	---	---
V _R 119	≤0	0	1	2	2	3	4	V _R 113	≤0	0	1	2	2	3	4
	20	0	1	2	3	4	5		20	0	1	2	3	4	5
	30	0	1	2	4	5	6		30	1	2	3	4	5	6
	40	1	2	3	5	---	---		40	2	3	4	5	---	---
	50	3	4	---	---	---	---		50	3	4	---	---	---	---
V ₂ 132	≤0	0	-1	-1	-1	-1	-1	V ₂ 125	≤0	0	0	-1	-1	-1	-1
	20	-1	-1	-1	-2	-1	-1		20	0	0	-1	-1	-1	-1
	30	-1	-1	-1	-2	-1	-1		30	0	-1	-1	-1	-1	-1
	40	-1	-1	-2	-1	---	---		40	-1	-1	-1	-1	---	---
	50	-2	-1	---	---	---	---		50	-1	-1	---	---	---	---
V _{FTO} / V _{ENR}		FL		SL – 100		200		250		300		350		410	
		KIAS		179		181		190		196		203		213	
61000 lb LANDING															
FLAPS		0°		1°		8°		20°		30°		V _{REF} 45°		V _{2GA} 8°	
V _{APPR}		168		152		146		140		136		128		136	

V-Speeds	Takeoff	Landing
V₁	118	80 (optional)
V_R	119	128
V₂	131	136
V_T	179	179

4-1.2 **Various Speeds per SOP and QRH for 61,000lbs**

Configuration	Speed	Guidance	
Holding Speed	198kts	SOP	(Flaps 0 + 30kts)
Single Engine Approach/Landing	140kts	QRH2	(Vref 45 + 12kts)
Slats/Flaps Fail	152kts	QRH2	(Flaps at Detent 1)

When Holding, the PF should verify S.A.F.E.

S: Speed, A: Altitude, F: Fuel, E: EFC

4-1.3 **Baseline Pitch and Power Settings for Straight and Level Flight at 5,000ft/Clean**

Speed	Approximate Pitch	Approximate Thrust
250	1 - 1 ½ degrees	59% N1
200	4 degrees	54% N1 (Land the Spaceship)

4-1.4 **Aircraft Configuration for Airwork**

	Steep Turns	Clean Stall	Takeoff Stall	Landing Stall
Approx. Thrust	64% N1	45% N1	45% N1	45% N1
Flaps	0	0	20	45
Gear	Up	Up	Down	Down
Autopilot	Off	Off	Off	On
Flight Director	Off	On	Off	On
Speed Brakes	Closed	Open	Closed	Closed
Bank Angle	45°	0	20° @ 150kts	0
Pink Bug	250	200	200	200
Blue Bugs	n/a	n/a	V2(ga) 136	V2ga 136
			VT 179	VT 179

4-1.5 **Nuisance Messages, Allowable Maintenance Procedures**

SOP CH 5/FMX 4-1.7, FCOM2 CH 10

- A. Reference the aircraft model being flown. FCOM2 CH 10.
- B. Allowable procedures the flight crew may accomplish to provide MX whether the EICAS message is a nuisance. This procedure does require a maintenance write-up (FMX 4-1.7). Perform prior to calling Maintenance Control, must still notify them of the remark.
 - a. **OVBD COOL** – Caution
 - b. **OVBD COOL FAIL** – Status
 - c. **ADG FAIL** – Status
 - d. **TRU FAN FAIL** – Status
 - e. **RUD LIMIT FAULT** – Status
 - f. **PITCH FEEL FAULT** – Status
 - g. **OB/IB SPOILERONS** – Caution
 - h. **OB/IB FLT SPLRS** – Caution
 - i. **SSCU 1/2 FAULT** – Status
 - j. **XFLOW PUMP** – Caution
 - k. **ICE DET 1/2 FAIL** – Status
 - l. **STEERING INOP** – Caution
 - m. **L/R BLEED** – Caution
 - n. **DUCT MON FAULT - Status**

Note: See also Bombardier Nuisance Messages SOP 5-1 & 5-4 & FMX 4-1.7

4-2 MAINTENANCE FORM ILLUSTRATIONS

Note: All form illustrations are for training purposes only.

4-2.2 MX-001 Deferred Maintenance Item (DMI)

GoJet Airlines MX-001	APR15	A/C:	OPEN CTL #:	DMI DMI
		Log Page:	Date:	
		Deferred as per MEL-		
		Discrepancy:		
		MX Action Opened:		
		MX Action Closed:		
		Correct Prior to:	CLOSED CTL #:	