

5-1 NHSC SIMULATOR SESSION 1

Lindbergh 4501

Location: KMEM Gate R14 (old A27), first flight of the day, cold dark cockpit
(After Break: Start on 18R Both Engines Running)

Weather: 27010KT 1/2SM R18R/0600FT SN FG OVC002 0/-4 A3001

Aircraft: TOW 61,000 LBS, FUEL 7,000 LBS (Frozen), MIN 6,000 LBS,
RSV 2,337 LBS, TRIM 6.0

Clearance: KMEM as filed, maintain 5000 expect FL210 in 10 min, climb via SID,
dep 124.15, squawk 2733

5-1.1 Briefing

- External Preflight
- Normal, External Air start and Cross Bleed Start
- Abnormal Engine Starts (Low Oil Press., Hot Start, Hung Start, No Starter Cutout)
- Low Visibility Taxi, Runway Incursions (Stop Bar Lights)
- Rejected Takeoff (FO: CA incapacitated), Low Visibility Takeoff (RVR & lights review)
- Electrical Malfunctions
- Winter Ops, Anti-ice system abnormalities
- Non-Precision Approaches and CANPA
- Discuss ILS PRM, VOR, LOC, LOC/BC and GPS approaches
- 2 Engine Missed Approach
- SE Missed approach
- Holding (SAFE Check)
- Inflight engine shutdown and restart procedures

5-1.2 **Maneuvers**

- Safety Check thru Cleared to Start Check, APU OVERTEMP
- Normal starts using external air cart then cross bleed, start malfunctions
- After Start Check, Taxi with Low Visibility Chart, and Before Takeoff Check
- Runway Incursion problem (stop bar lights)
- Rejected Takeoff, then Low Visibility takeoff and climb (RVR 600, 600, 600), review lighting
- Hand Flown RNAV departure (Electrical System Abnormal, then Air Conditioning Abnormal)
- TCAS RA/Wake Turbulence
- UPRT Determining Thrust Available
- UPRT Aircraft Stability and Roll Control, UPRT Unusual Attitude/Upset Recovery
- FMS Exercises: Direct, Heading to Intercept Inbound and Outbound, set up Hold
- Repo to ORD for ILS PRM 10C (change winds to 180/10), PRM Breakout
- Repo to GRB for LOC/BC 24, Wing Overheat Malfunction
- Missed approach to full published missed approach procedure
- After entering hold at GRB, Air Conditioning Smoke, then Engine Flame Out, QRH checklist Engine Relight
- Repo to JFK, vectors VOR, bounced landing, repo to MEM 18R
- Winds 360/10, Vectors to MEM ILS 18R approach (Hand Flown)
- Normal landing (break, swap seats, start on 18R in MEM with low visibility takeoff above)
- Taxi to Gate (at end of session)

5-1.3 **Debrief**

- Overall rundown of lesson
- Issues/questions that arise during lesson

5-1.4 Dispatch Release

DISPATCH RELEASE
OFP 2 GOJET AIRLINES 26OCT2021 2157Z

IFR FLT G7 4501 KMEM/MEM STD 2200Z ETD 2200Z
KMEM/MEM STA 2300Z ETA 2326Z

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
[VALID CREW NAMES, POSITIONS and EMPLOYEE NUMBERS]

----- FLIGHT PLAN SUMMARY 4502 KMEM KMEM -----

	TIME	FUEL	ALTN	TIME	DIST	ALT	BURN
BURN	0145	3463	T/O				
MSAP	0005	200	DEST1				
RESERVE	0045	2337					
MIN FUEL		6000					
TAXI OUT	0015	205					
MIN GATE		6205					
CONT	0010	795		PLANNED		MAX ALLOWABLE	
TOTAL		7000	PAX LOAD	40	BOW	45101	
LDG FUEL	0053	2635	PAYLD	9899	MPAYLD	13899	
			ZFW	55000	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. 14.06

OPERATION MODES	CLB	CRZ	DES
CLIMB 290/.74	AVG WND CMP	T26 H1	H25
CRUISE 320/.77	AVG TMP CMP	P11 P14	P09
DESCENT 290/.74	AVG CRZ WIND	298 / 22	

FMS ROUTE
-KMEM/36C N0430F190 AZONE# PITEW DCT BNA BLUZZ# 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 (VALID DATE) *

-----DISPATCH REMARKS-----
SIMULATOR TRAINING FLIGHT, FUEL FROZEN, DIVERSIONS
EXPECT LOC BC 24 KGRB, VOR 31L KJFK, ILS 18R KMEM

PIC SIGNATURE

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		-----	-----	---	---	---	---	----	
6585		01.02	398	---	---	---	---	----	
JAAXX N35 08.55 00.02			6	290	.74	023	044	315009	
314									
002 W089 55.67 01.00			392	432	194	021	P18	T009	
6271									
AYERR N35 08.41 00.03			6	290	.74	093	085	306015	
162									
001 W089 50.05 00.59			386	432	289	092	P12	T016	
6109									
STJUD N35 07.11 00.04			5	290	.74	108	105	301018	
98									
001 W089 44.75 00.58			381	432	327	108	P09	T016	
6011									
SWIND N35 05.20 00.06			13	290	.74	100	149	299017	
243									
002 W089 28.86 00.56			368	432	371	099	P02	T017	
5768									
*** MEMPHIS UPPER FIR ***									
KZME		00.08	10			180			
		00.54	358						
TOC N35 01.55 00.08			3	290	.74	108	190	277018	
214									
002 W089 12.73 00.53			354	432	398	108	M06	T017	
5554									
TOWNND N35 01.43 00.08			0	320	.68	108	190	278018	
28									
000 W089 12.20 00.53			354	432	447	108	M08	T018	
5526									
AZONE N35 01.46 00.09			4	320	.68	092	190	278018	
33									
001 W089 07.86 00.53			350	432	449	091	M08	T018	
5493									
PITEW N35 01.48 00.09			2	320	.68	092	190	279018	
19									
000 W089 05.43 00.53			348	432	449	091	M08	T015	
5474									

Rev.: 1
Eff.: 04/09/25

Short Course
NHSC Simulator Session 1

CH 5
5—1—5

BN 1276	N36	08.22	00.27	135	320	.68	062	190	309037
018 4198	W086	41.09	00.34	213	432	445	060	M08	H023
CITAN 514	N35	58.41	00.35	50	320	.68	263	190	301030
008 3684	W087	41.56	00.27	163	432	408	266	M08	H021
KELNE 317	N35	51.89	00.39	31	320	.68	261	190	295025
004 3367	W088	18.87	00.23	132	432	409	263	M08	H019
SPKER 383	N35	43.84	00.45	38	320	.68	261	190	286020
006 2984	W089	04.21	00.17	94	432	412	262	M09	H011
BLUZZ 111	N35	36.13	00.46	11	320	.68	229	190	282019
001 2873	W089	14.18	00.15	83	432	420	231	M09	H011
LTOWN 78	N35	30.73	00.47	8	320	.68	228	190	279018
001 2795	W089	21.10	00.14	75	432	420	230	M09	H011
TOD 144	N35	20.70	00.50	15	320	.68	228	190	274017
003 2651	W089	33.92	00.12	61	430	420	230	M09	H011
DAPLE 000	N35	19.60	00.50	2	290	.74	228	183	275016
	W089	35.32	00.12	59	430	420	230	M08	H010
									2649
*** MEMPHIS LOWER FIR ***									
KZME		00.50		2				173	
		00.12		57					
MRCEL 5	N35	16.19	00.51	3	290	.74	228	162	288016
001 2644	W089	39.67	00.11	54	430	361	230	M04	H004
DASAC 11	N35	10.06	00.52	9	290	.74	228	123	301016
001 2633	W089	47.43	00.10	45	430	362	230	P04	H004

CLARK N35 06.47 00.53 5 290 .74 228 100 300016
10
001 W089 51.98 00.09 40 430 345 230 P08 T008
2623

DIGLE N35 01.46 00.54 5 290 .74 181 090 302014
17
001 W089 51.92 00.08 35 430 312 183 P09 T006
2606

DINKE N34 46.44 00.57 15 290 .74 181 033 315007
58
003 W089 51.73 00.05 20 430 285 182 P17 H006
2548

KMEM/36C -----
246
00.00 0 --- --- --- ---
2302

OPERATIONAL IMPACTS

WEIGHT CHANGE DN 500	TRIP M 000230 LBS	TIME P 0000
WEIGHT CHANGE UP 500	TRIP M 000210 LBS	TIME P 0000
FL CHANGE UP FL1	TRIP M 000271 LBS	TIME M 0000
FL CHANGE DN FL1	TRIP M 000131 LBS	TIME P 0001
FL CHANGE DN FL2	TRIP M 000059 LBS	TIME P 0002

ATC FLIGHT PLAN

FF KZMEZQZX
KSTLGJSO
(FPL-GJS4501-IS
-CRJ7/M-SDE3GLORVW/EB1
-KMEM2200
-N0430F190 AZONE# PITEW DCT BNA BLUZZ#
-KMEM0102
-PBN/B2B3B4C2C3D2D3 SUR/260B DOF/211026 REG/N521GJ CODE/A68D44