



Systems Integration Modules 5 and 6 Student Handout

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Dispatch Release

DISPATCH RELEASE

OFP 2

26OCT2021 2157Z

IFR FLT G7 4056 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 A. DISPATCHER PHONE +1 555 555 5555 DESK 108
CA- A D.B COOPER

FLIGHT PLAN SUMMARY 4056 KMEM KMEM						
	TIME	FUEL		ALTN	TIME	DIST ALT BURN
BURN	0145	5712	T/O			
MSAP	0005	200	DEST1			
RESERVE	0045	2088				
MIN FUEL		8000				
TAXI OUT	0015	205				
MIN GATE		8205				
CONT	0010	795		PLANNED	MAX	ALLOWABLE
TOTAL		9000	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

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

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* DMI LIST ***** REFER TO MEL/CDL FOR ALL ITEMS *****
* 23-22-01A      ACARS                                EXPIRE (VALID DATE)
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-----DISPATCH REMARKS-----
SIMULATOR TRAINING FLIGHT, FUEL FROZEN, CKRD PREP

PIC SIGNATURE

WP	LAT	TTIME	DIST	IAS	MCH	MC	ALT	WIND	TFB
STIME	LONG	TTREM	DTGO	TAS	G/S	HDG	IOAT	WCOMP	MFRM
KMEM/36C		-----	-----	---	---	---	---	-----	
		01.02	398	---	---	---	---	-----	6585
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
TOWND 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
BNA N36 08.22 00.27			135	320	.68	062	190	309037	1276
018 W086 41.09 00.34			213	432	445	060	M08	H023	4198
CITAN N35 58.41 00.35			50	320	.68	263	190	301030	514
008 W087 41.56 00.27			163	432	408	266	M08	H021	3684
KELNE N35 51.89 00.39			31	320	.68	261	190	295025	317
004 W088 18.87 00.23			132	432	409	263	M08	H019	3367
SPKER N35 43.84 00.45			38	320	.68	261	190	286020	383
006 W089 04.21 00.17			94	432	412	262	M09	H011	2984
BLUZZ N35 36.13 00.46			11	320	.68	229	190	282019	111
001 W089 14.18 00.15			83	432	420	231	M09	H011	2873
LTOWN N35 30.73 00.47			8	320	.68	228	190	279018	78
001 W089 21.10 00.14			75	432	420	230	M09	H011	2795
TOD N35 20.70 00.50			15	320	.68	228	190	274017	144
003 W089 33.92 00.12			61	430	420	230	M09	H011	2651
DAPLE N35 19.60 00.50			2	290	.74	228	183	275016	2

000	W089	35.32	00.12	59	430	420	230	M08	H010	2649
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*** MEMPHIS LOWER FIR ***

KZME	00.50	2	173
	00.12	57	

MRCEL	N35	16.19	00.51	3	290	.74	228	162	288016	5
001	W089	39.67	00.11	54	430	361	230	M04	H004	2644
DASAC	N35	10.06	00.52	9	290	.74	228	123	301016	11
001	W089	47.43	00.10	45	430	362	230	P04	H004	2633
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
KSTLGJJSO
(FPL-GJS4056-IS
-CRJ7/M-SDE3GLORVW/EB1
-KMEM2200
-N0430F190 AZONE# PITEW DCT BNA BLUZZ#
-KMEM0102
-PBN/B2B3B4C2C3D2D3 SUR/260B DOF/211026 REG/N521GJ CODE/A68D44
OPR/GJS PER/C RMK/TCAS)

Appendix A - “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

Appendix B - Simulator Configuration and Maintenance Forms

Sim Setup: C.G. - 27, Pitch Trim – 6.0

Speedcard – 61000 lb <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
V ₁	118	80
V _R	119	128
V ₂	131	136
V _T	179	179

Various Speeds per SOP and QRH for 61,000lbs.

Configuration	Speed	Guidance
Holding Speed	198kts	SOP (Flaps 0 + 30kts)
Single Engine Approach/Landing	140kts	QRH-2 (Vref 45 + 12kts)
Slats/Flaps Fail	152kts	QRH-2 (Flaps at Detent 1)

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

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

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)

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

Nuisance Messages, Allowable Maintenance Procedures SOP CH 5 / FMX 4-1.7 / FCOM Vol 2 Ch 10

Reference the aircraft model being flown. FCOM Vol. 2 Ch. 10.

Allowable procedures the flight crew may accomplish to provide MX whether the EICAS message is a nuisance. This procedure does required a MX write-up (FMX 4-1.7). Perform prior to calling maintenance control, must still notify them of the remark.

- | | |
|--------------------------------------|-------------------------------------|
| a. OVBD COOL - Caution | h. OB/IB FLT SPLRS - Caution |
| b. OVBD COOL FAIL - Status | i. SSCU 1/2 FAULT - Status |
| c. ADG FAIL - Status | j. XFLOW PUMP - Caution |
| d. TRU FAN FAIL - Status | k. ICE DET 1/2 FAIL - Status |
| e. RUD LIMIT FAULT - Status | l. STEERING INOP - Caution |
| f. PITCH FEEL FAULT - Status | m. L/R BLEED - Caution |
| g. OB/IB SPOILERONS - Caution | n. DUCT MON FAULT - Status |

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

For Training Use Only

DISCREPANCY 1/REMARKS	CORRECTIVE ACTION 1

[illegible][illegible][illegible]

1-FLIGHT CREW LOG PAGE REVIEW & ACCEPTANCE				2-FLIGHT CREW LOG PAGE REVIEW & ACCEPTANCE				3-FLIGHT CREW LOG PAGE REVIEW & ACCEPTANCE			
DATE	TIME	STA		DATE	TIME	STA		DATE	TIME	STA	
CAPT./EMPL #				CAPT./EMPL #				CAPT./EMPL #			
SIGNATURE				SIGNATURE				SIGNATURE			
4-FLIGHT CREW LOG PAGE REVIEW & ACCEPTANCE				5-FLIGHT CREW LOG PAGE REVIEW & ACCEPTANCE				AIRWORTHINESS RELEASE DATE TIME STA			
DATE	TIME	STA		DATE	TIME	STA					
CAPT./EMPL #				CAPT./EMPL #							
SIGNATURE				SIGNATURE							
CAPT./EMPL #				CAPT./EMPL #				MECHANIC			
SIGNATURE				SIGNATURE				EMPL # LC WP BLK OTHER			

A/C:	OPEN CTL #:	DMI For Training Use Only
Log Page:	Date:	
Deferred as per MEL-		
Discrepancy:		
MX Action Opened:		DMI For Training Use Only
MX Action Closed:		
Correct Prior to:	CLOSED CTL #:	

A/C:	OPEN CTL #:	DMI For Training Use Only
Log Page:	Date:	
Deferred as per MEL-		
Discrepancy:		
MX Action Opened:		DMI For Training Use Only
MX Action Closed:		
Correct Prior to:	CLOSED CTL #:	

Revisions

Draft	Comments
1.1	Typographical Corrections, addd DMI 23-22-01A ACARS to Training Dispatch Releases
1	Initial Release